

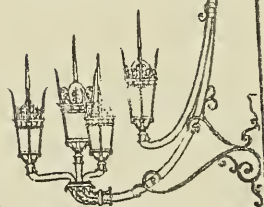
BOSTON PUBLIC LIBRARY



3 9999 06317 003 7

2805

BOSTON
PUBLIC
LIBRARY



GOVDOC

BRA
2805

I hereby certify these guidelines in response to your request for a
to help the development of the Prudential Center should be
the cooperation and valuable assistance of Neighborhood
AMA, the Prudential Center, and it's consultant Carr-Lynch.

certified by:

Neighborhood Assoc.

Seacon Hill Civic Association

Back Bay Association

Marianne Abrams, Drafting Committee

East End Association

Peter Thomson
May 11, 1988
Peter Thomson

Boston Edison Company

James Webster

PRUDENTIAL PROJECT

Boston Society of Architects

Boylston Street Association

Claremont Neighborhood Association

John L. Wilson, Chair Drafting Committee

Harry Hoffman

Frank Jordan, Drafting Committee

ADVISORY COMMITTEE

North End Neighborhood Association

Fenway Civic Association

Fenway Community Development Corp

Arthur F. Thorne

Mary McCarroll

John L. Wilson

DEVELOPMENT GUIDELINES

Dorchester Boston Chamber of Commerce

Lionworkers, Local 7

Roxmore Area Action Council

James Conley

James Conley

Dorthea Ryan

League of Women Voters

Mass. Convention Center Authority

Neighborhood Association of the Back Bay

Charles Ryan

Francis Joyce

Elliott Laffer, BRUPAC Vice Chairman

Office of the Mayor

Office of the State Representative

21st Block Neighborhood Association

Paul H. H. H.

Wm. Mark Roosevelt

A. Frank Benoit, Vice Chairman
Drafting Committee

Neighborhood Council Association

Neighborhood Councils Committee

Symphony United Neighbors

Committee on the Environment

Richard Gallier

Richard Gallier

Submitted to

The Honorable Raymond L. Flynn, Mayor of Boston

May 3, 1988

Dear Mayor Flynn:

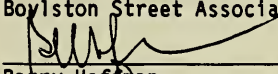
We respectfully submit these guidelines in response to your request for a citizens' vision of what the development of the Prudential Center should be. We want to note the cooperation and valuable assistance of Neighborhood Services, the BRA, the Prudential Center, and its consultant Carr-Lynch.

Respectfully submitted by;

Back Bay Association


Marianne Abrams, Drafting Committee

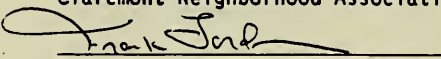
Boylston Street Association


Barry Hoffman

Bay Village Neighborhood Assoc.


Paul Richardson

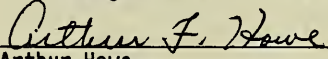
Claremont Neighborhood Association


Frank Jordan, Drafting Committee

Beacon Hill Civic Association

 May 11, 1988
Peter Thomson

Ellis Neighborhood Association


Arthur Howe

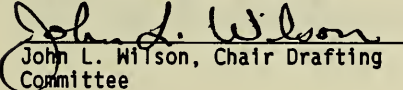
Boston Edison Company


James Webster

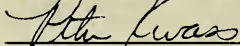
Fenway Civic Association


Olive Swift

Boston Society of Architects


John L. Wilson, Chair Drafting Committee

Fenway Community Development Corp.


Peter Kwass



Digitized by the Internet Archive
in 2010 with funding from
Boston Public Library

<http://www.archive.org/details/prudentialprojec00bost>

Greater Boston Chamber of Commerce

Simone Auster
Ron Druker for Ron Druker

Office of the City Councillor

David Scordas
Hon. David Scordas
Elizabeth Conner

Ironworkers, Local 7

James B. Conley
James Conley

Office of the State Representative

Mark Roosevelt
Hon. Mark Roosevelt

Kenmore Area Action Council

Dorothea Ryan
Dorothea Ryan

Pilot Block Neighborhood Association

A. Frank Benoit
A. Frank Benoit, Vice Chairman
Drafting Committee

League of Women Voters

Claire Hayes
Claire Hayes

Prudential Tenants Association

Estelle Wolburst
Estelle Wolburst

Mass. Convention Center Authority

Francis Joyce
Francis Joyce

St. Botolph Citizens' Committee

Barry Pinciss
Barry Pinciss, PruPAC Chairman

Neighborhood Association
of the Back Bay

Elliott Laffer
Elliott Laffer, PruPAC Vice Chairman

Symphony United Neighbors

Richard Galler
Richard Galler for Richard Galler

DEVELOPMENT GUIDELINES

PRUDENTIAL CENTER PROJECT ADVISORY COMMITTEE

May 3, 1988

TABLE OF CONTENTS

| | Page(s) |
|---|---------|
| I. Mandate | 1 |
| II. Our Approach to Guidelines | 2 |
| III. Introduction--Joe Breitenicher's Work Sessions | 5 |
| IV. Guidelines | 8 |
| A. Urban Design | 8 |
| Character | |
| Urban Pattern | |
| Pedestrian Environment | |
| Massing and Height | |
| Infrastructure | |
| B. Land Use Activity | 13 |
| Residential | |
| Office | |
| Retail | |
| Hotel | |
| Parking | |
| Open Space | |
| Other Uses | |
| C. Transportation | 18 |
| Mass Transit | |
| Vehicular Traffic | |
| D. Public Safety | 21 |
| E. Policy | 22 |
| Continuity of Process | |
| Public Spaces | |
| Residential Activity | |
| Jobs | |
| Time Table | |
| V. Appendices | 27 |
| A. Matrix of group statements | |
| B. Statement by each PruPAC member group | |
| C. Downtown IPOD-Boston Zoning Code | |
| D. Article 31-Boston Zoning Code | |

I. MANDATE

The Project Advisory Committee for the Prudential Center (PruPAC) was formed by Mayor Flynn in the fall of 1986. Members were nominated by their respective organizations and appointed by the Mayor.

Our task was to advise the Mayor on guidelines for the redevelopment of the Prudential Center--guidelines that would shape a project acceptable to the community.

II. OUR APPROACH TO GUIDELINES

o Vision

We want to describe intentions or goals for the Pru project that will bring out the best thinking of the Prudential, its planners and designers and all the agencies of the City and State that should participate in its development. We want our thoughts and concerns to be clear enough that, when the planning begins and ideas emerge, we can see if they measure up to our hopes and expectations.

o Design

There should begin forthwith a discussion of architectural design appropriate for the Prudential Center as we look toward the 21st century. Can we attain a human scale, from intimate to noble, without the inherent falsity and stage-set quality of historical borrowing? A city that gave birth to the American Revolution, that was in the forefront of the Abolition movement, has grown strong with the contributions of people from all around the globe, needs an architecture that expresses our ideals, our values, our sense of Boston as a city of independence, ideas, and action. The City should lead this discussion. The PruPAC will participate.

- o Goals

We have attempted to describe the performance or outcome we would like to see. We have left open the ways of reaching that outcome.

- o Environs

The Center is a part of a larger urban context. Therefore, our vision has necessarily included results "off-site" - in the surrounding streets and neighborhoods. Further planning will elucidate the relationship between the Prudential Center Development and its environs, but what is needed now is the leadership of the City in marshalling the government bodies and others to address our vision.

- o Impact

Development has impact. We have described the elements of development we would like to see and the adverse impacts we must avoid. The avoidance or mitigation of those adverse impacts is an inseparable aspect of development. We envision a process of creating development scenarios, testing their impact, altering the scenarios, retesting, until an optimal balance is reached. These scenarios should explore a range of development options. As traffic impact is of such significant concern to PruPAC, a comprehensive plan for vehicular traffic that is consistent with these guidelines is an essential part of any new development. This traffic plan must be developed at similar

levels of detail and simultaneous with all other aspects comprising the design and development. The City is undertaking Development of Transportation Strategies for Back Bay that includes the Prudential Center. It is expected that this study will address the problems and develop solutions for traffic movement through and within the area in an integrated manner. It is essential that the findings of this study are made available to the PruPAC and Prudential's planning consultants as the study progresses, so that solutions developed can take into consideration Prudential redevelopment.

- o Time-Table

We expect the City to implement this process as soon as possible, in concert with the other studies called for in the guidelines. There should be a comprehensive schedule of tasks, deadlines, and responsibilities.

- o PruPAC's Continuing Role

We, as the PruPAC, must be involved in following these guidelines through--first to the Mayor's office, then the BRA, and ultimately to the Prudential organization. We are the group to evaluate how well the guidelines are met by future plans, and the group to offer advice in making the many judgments that will be required.

III. INTRODUCTION—JOE BREITENEICHER’S WORK SESSIONS

As an introduction to the Advisory Committee’s task, the Mayor’s office arranged to have Joe Breiteneicher of the Beacon Companies conduct three sessions designed to create a shared vision of the Prudential Center.

Beginning with all the negative aspects of the center, then listing the positive features, we were able to state the character and elements that comprise a vision of the Prudential Center that the PAC would like to see become a reality. The next few pages contain the record of that vision:

Negative Attributes of the present Prudential Center

- o austere
- o isolated
- o aesthetic disaster
- o windy and noisy
- o platform effect as a result of being built over Mass. Turnpike
- o high retail turnover
- o little spillover effect on improving Boylston Street
- o takes more from the City than it puts back
- o service retail is inaccessible
- o does not fit into Back Bay grid
- o overpowers surroundings
- o identity crisis
- o lack of handicapped access
- o hodge podge of parking entrances/spaces
- o underutilization of parking spaces
- o traffic generator
- o front of project is unsuccessful
- o turns back on Huntington Ave. and Christian Science Center
- o roadway system acts as moat
- o low taxes paid to the City
- o lack of public space

Positive Attributes of the present Center

- o good retail space
- o place for people to visit
- o centrally located
- o access to Mass Turnpike
- o accessible by automobile

- o attractive open space
- o available parking
- o rental apartments
- o accessible by public transportation
- o large supply of office space
- o protected passageways
- o strong identity
- o identifiable ownership
- o proximity to major cultural connections
- o link to Back Bay and St. Botolph
- o economic funnel
- o visibility
- o service retail such as Star Market and Post Office
- o self-contained
- o 270 rent controlled units

Attributes of the Ideal Center

- o public space
- o human scale
- o accessible
- o show place
- o user friendly
- o retail services
- o economic engine for area
- o enjoyable
- o reflect best of Boston's architectural heritage
- o more, reasonable, usable parking
- o pride
- o sense of community
- o security
- o 2 front doors on Boylston Street and Huntington Avenue

"Givens"--(Parameters of the Prudential Center)

- o Underground cement tray holding water table (slurry walls)
- o Spot development in a depressed area
- o Turnpike sitting underneath development
- o Traffic problems
- o Hynes Auditorium
- o Defined development area with no displacement or use of eminent domain
- o Current occupants
- o Configuration (location and surrounding neighborhoods)
- o Built environment
- o Ownership
- o Access to transportation
- o Economic and cultural neighbors such as Copley Place and the Boston Public Library
- o Surrounding residential neighborhoods

- o Participatory process
- o Mixed use
- o Inadequate and decayed infrastructure in the area
- o Prudential tower prominently visible
- o Boston
- o Interrupts cohesion of architecture in Back Bay
- o Commitment to change Prudential Center
- o Economic climate
- o Residential community within complex
- o Western terminus of commercial Boston
- o Open space
- o Constituencies
- o Without Prudential Center, the revitalization of upper
Boylston Street would not have happened
- o External street configuration (non-expandable boundaries)
- o Status as a 121A project
- o Decision to build
- o Newbury/Boylston St. retail
- o Star Market

Vision of the redeveloped Center

- o Show place
- o User-friendly
- o Connector rather than barrier
- o Compatibility with neighbors (socially, economically, and physically)
- o Livable place
- o Scale
- o Great, useful public space
- o Pedestrian oriented for those who live there as well as those who shop,
work, or eat at Prudential
- o Reasonable residential and retail space
- o Environmentally sound
- o Should not submerge identity of neighbors
- o Should not be a contrived lively space
- o Relate more to current urban fabric of adjacent neighborhoods with live
edges and no blank walls
- o Street should not be like a shopping mall
- o Strengthen residential component and link it to adjacent residential
neighborhoods
- o Place for all ages and all seasons
- o Affordable housing
- o Community space
- o Visually attractive architectural design
- o Element in Back Bay traffic solution

These phrases are in fact the foundation of the PAC's guidelines.

IV. GUIDELINES

A. URBAN DESIGN

Character

1. We envision a Prudential Center:
 - o that is a major focus of activity for the surrounding residential areas.
 - o that is not an island between parts of the City but rather is an extension of each and the connector of all.
 - o that is not separated from the rest of the City by blank walls, glass doors and escalators, but rather is absorbed into the urban fabric.
 - o that is a landmark or urban node that orients us and adds to our sense of the form of the City by linking the pedestrian grids of the Back Bay and the South End, by reinforcing the boulevards of Boylston Street and Huntington Avenue.
 - o that has its own special green-space character in the fabric of the City, which evokes and responds to the green ribbon of Commonwealth Avenue to the north, the squares of the South End, the Christian Science plaza to the west, and Copley Square to the east.
 - o that is the Western gateway to Boston's in-town neighborhoods and inner City.

Urban Pattern

1. Development should create multiple public ways through the Center connecting with existing pedestrian routes in the surrounding neighborhoods.

2. The development should have a rich public open space network, linked to the surrounding streets, that is reinforced by buildings, with life at street level. This network should have multiple entrances from the perimeter--Boylston, Huntington, Exeter, Dalton, and Belvidere--and be linked by crosswalks to the other sides of those streets.
3. Sheltered passages should coexist with open ones. Enclosed passageways should not replace or interfere with the open space network. It is important to develop the paths from the Back Bay-South End station and T stops to the center and where possible integrate them with buildings.
4. The form and use of the Center should make a positive attribute of the present difference in elevation between the surrounding streets and the plaza over the turnpike and railway. The way changes of level are incorporated in buildings and the open space network should give the Center its own special character.
5. There should be a sense of public grandness to the major buildings and open spaces of the center, as well as zones of quiet and repose--a composition of the new Copley Square, Louisburg or Rutland Squares, and the court of the Public Library.

6. The development should not be monolithic or uniform in character or materials. Parts of the center may well have stronger relationships to spaces and buildings outside the center.

Pedestrian Environment

1. The pedestrian passageways should be like the city streets--they are always open, accessible to all and this should be guaranteed. They must be easily traversed by the handicapped, and accepting of carriages and strollers. Stairs necessary to surmount the turnpike must be inviting and gradual, with places to pause. There should be no "dead" spaces, no blank walls. The streetscape should "read" as public. The paving, lights, trees, benches, and signs should be taken from the streetscape plan already developed for Boylston Street by the Boylston Street Citizen Review Committee (CRC).
2. The surrounding streets need the streetscape improvements too. The Prudential Center frontage on Huntington Avenue should encourage a cohesive streetscape plan that extends from Copley Square to the Fenway. The City should take the initiative in implementing this effort.
3. Curb cuts should avoid conflict with pedestrian movement or active outdoor spaces. Garage and service entries should be screened or otherwise protected from the pedestrian realm.

4. Because of Boston's weather, covered but open walkways, such as arcades, colonnades, canopies--means of being out in public yet dry in a rain or snow storm--should be streetscape elements.
5. The ability to pass through stores and other buildings could be formally recognized and developed as an alternative circulation system.

Massing and Height

Development should transform the present pattern of towers sitting on plazas into open spaces defined by buildings. Buildings should shape open spaces. They should not stand alone.

1. Massing and height relate to density in terms of population, traffic, demand on utilities, and open space. The development should conform to the height limitations of the Downtown Interim Planning Overlay District, preserving the benefits that it is intended to secure as specifically enumerated in Article 27D--Downtown Interim Planning Overlay District of the Boston Zoning Code, attached to these Guidelines. Exceptions to this restriction may be considered for the attainment of additional public benefits such as open space, community retail, enhanced pedestrian circulation, community uses, affordable housing and transportation improvements. We have not established an "ideal" FAR, or assigned to different potential uses specified square footage

allotments. We believe that if the project actually meets the conditions contained in these guidelines, the purposes for which FAR requirements are typically established will be met. Heights along Boylston Street shall conform to the existing zoning adopted in 1987.

2. Development should respond to and respect the setback, height, and character of the buildings on surrounding streets. A canyon effect must be avoided.
3. Development should mitigate the height and scale of the existing towers by the way views are composed as one encounters and moves through the Center.
4. Development should capture the winter sun in outdoor spaces. Particular emphasis should be devoted towards minimizing the shading of open spaces during the hours between 10 AM and 2 PM in November and February. New construction must not cast additional incremental shadows on existing off-site open spaces, such as the Commonwealth Avenue Mall, during these times.
5. Development must control winter winds in the open space network, and encourage summer breezes. Pedestrian level wind gusts in newly created open spaces must not exceed a standard of 31 m.p.h. more than 1% of the time. Pedestrian level winds in existing open spaces that remain and on surrounding sidewalks

must not be exacerbated by the redevelopment. Rather, particular emphasis must be devoted towards the development of overall massing which mitigates present pedestrian level winds on-site and along surrounding sidewalks especially in those locations where 31 m.p.h. gusts are now exceeded more than 1% of the time.

Infrastructure

1. Groundwater levels in the surrounding area must not be adversely changed by the redevelopment.
2. Redevelopment must not adversely impact the capacity of the City's utility infrastructure--water, sewer, gas, electricity.
3. It is in everyone's interest that the development take advantage of all appropriate opportunities for energy conservation through energy management, energy-saving technology, and "alternative" energy sources.

B. LAND USE ACTIVITY

We believe that there are fewer negative physical impacts from residential development than from competing uses. Therefore, we particularly encourage the development of residential uses, but not to the exclusion of other uses.

Residential

1. The Center's three residential towers should not be isolated. Residential units should be added to create more of a neighborhood.
2. The new and existing housing should be made an interactive part of the Center. Residential uses related to the public open space network will help promote a sense of community, security, and active life.
3. There should be a mix of housing to encourage a diversity of residents by age, income, and household size.

Office

1. There should be some more office space. It should encourage a balanced economy, jobs, public benefits, and reinforce the positive aspects of home and work place proximity.
2. The kind of office space should be mixed. There is a need for space for large tenants, small tenants, professional office space, as well as "affordable" space for start-up offices for Boston residents.

3. There should be uses on the ground floor of office buildings that provide visual interest and pedestrian traffic during the day and evening hours.

Retail

1. Ground floor retail should be used to animate the pedestrian movement system.
2. Retail on several levels could animate the vertical climb from the street over the Turnpike. Entries could be from street level, plaza level, and intermediate levels as well.
3. The retail portion of the development should be mixed:
 - o in pricing
 - o in size
 - o in type
 - o in clientele-people who live, work and visit in the area
4. There should be provisions for neighborhood service retail, such as shoe repair, dry cleaners and affordable general merchandise stores.
5. There should be more supermarket square footage, accessible on foot from all surrounding neighborhoods. At best there should be two markets.

6. There should be validated parking for the supermarkets to mitigate congestion, and easy access between parking and market.

Hotel

1. There should be no additional hotel space.

Parking

1. Parking, particularly the Center's kind that is concealed underground, is a resource to be cultivated for the entire area. Parking below grade should be maximized as a by-product of the development, not as a goal in itself. Parking should be managed by Prudential or under the direct control of Prudential.
2. There must be a program to manage this resource, based on the Transportation Department's traffic mitigation policy. This should involve the developer in such measures as:
 - o substantially subsidizing MBTA passes that are sold on site.
 - o distributing transit information to employees and tenants.
 - o sharing in a computerized ride-sharing information bank, providing high occupancy vehicle parking spaces and working with organizations such as 'Caravan' or other inventive programs.
 - o bicycle and motorcycle spaces
 - o monthly discount prices for area residents for overnight parking.
 - o discount rates for short-term shoppers in the area.
 - o incentives for flextime workers.
 - o parking space should be available on a monthly basis to neighboring hotels, office buildings and businesses.
 - o valet parking.

3. There should be well-planned, safe, well-lit and attractive pedestrian egress from parking directly to Boylston and Huntington as well as to the public plaza level and residences. These egresses are important nodes in the open space network.
4. There should be off-street parking for tour buses and taxi pools.

Open Space

1. Charles Luckman, the architect of the Pru Center, was proud that only 25% of the surface area was occupied by buildings. The fact that the remaining 75% is a wind-swept wasteland is less likely to provoke cheers today. The open spaces must be accessible, habitable, and well formed.
2. There should be a pedestrian-oriented open space network that links Boylston Street and Huntington Avenue.
3. There should be a strong pedestrian link from the center to the Christian Science Plaza.
4. The Center should have a center--a major public open space with public activities that attract on-lookers.

Other Uses

1. There should be space for public functions needed in the community and appropriate to the Prudential's central location such as:
 - o a post office that is easily accessible
 - o a day care center available to all in the Center and the surrounding neighborhoods
 - o meeting/office spaces available and maintained for use by community groups at a nominal charge
 - o a performance/gathering hall
 - o space for community services--government or private non-profit agencies that serve this part of the City
2. In terms of the IPOD and other zoning controls, such public uses should not be included in build-out calculations.

C. TRANSPORTATION

Mass Transit

The Center is well served by four T stations, a railway station, and express buses.

1. The Prudential station (green line) should be physically integrated into the development. Access should be via the pedestrian open space network.

2. Boylston Street access to the Auditorium T stop should be reactivated, improved and made safe. This should be studied by the City and the MBTA.
3. The crossing of the Boylston/Dalton/Hereford intersection to the Hynes colonnade should be designed for pedestrians. This should be studied by the City.
4. The enclosed pathway from the Back Bay-South End station through Copley Place and across Huntington Avenue should connect to the pedestrian circulation network of the development. This should be studied by the City in conjunction with improvements to Huntington Avenue.
5. The Center and environs should have appropriate signage as a constant and accurate reminder of the presence and whereabouts of public transit.

Vehicular Traffic

Concern about present traffic congestion and the problems it creates was the main issue that led to the public outcry that resulted in the creation of PruPAC.

1. The development must not increase the volume of traffic on residential streets.
2. The impact of development of the Prudential Center, in combination with policies implemented by government--state, city, MBTA, Turnpike Authority, etc.--should improve traffic conditions in the Center vicinity and surrounding neighborhoods.
3. There should be eastbound access to and westbound egress from the Mass Turnpike near the Center area. The possible locations and impacts should be developed in an effort led by the City in concert with the Turnpike Authority.
4. The east ring road should be redesigned for pedestrians as well as for emergency vehicles. It is the one street that connects Boylston Street and Huntington Avenue through the Center.
5. The Dalton/Belvidere/Clearway/St. Germain intersection should be redeveloped by the City to carry its traffic more safely and to allow clear, safe, pleasant pedestrian movement.

6. West Newton Street is a major carrier of traffic to the Center. It is also a residential street that suffers greatly from through traffic. A resolution to this conflict consistent with the street's residential character should be found by the City.
7. Vehicular entry to and egress from garages and service areas must be located so as not to direct that traffic onto residential streets.
8. Study the benefits of making all of Boylston Street 2-way. The assumptions are that doing so would reduce congestion on Newbury Street and reduce cross traffic to Huntington Avenue. This also must be part of the larger study by the City.

D. PUBLIC SAFETY

1. Provisions must be made for movement and access to the Center by fire trucks and emergency vehicles.
2. Dalton Street is a crucial link in the access plan with a fire station at its northern end. It is a narrow street, clogged by traffic to the hotels, cinema, parking garage and the Hynes as well as through-traffic. The street or the surrounding movement pattern should be improved by the City.
3. Provision must be made in the development for timely and thorough snow and ice removal from the public pedestrian

circulation system. Year round 24-hour convenient and safe access to and through the Center is required.

E. POLICY

The City has a number of policies in place that address PruPAC's concerns about the development process, environmental impact, zoning, linkage, jobs, etc. It is not germane to reproduce those here, but we can cite the 121A legislation, the Interim Planning Overlay zoning for this district, Article 31 of the Zoning Code, and the 1987 permanent zoning for Boylston Street, hereby incorporated by reference as the baselines for evaluating development. The Prudential should seek to have the project designated as "major and complicated" as defined in the MEPA Regulations. This designation requires a continuous process of environmental review during the planning phases. It also mandates the designation of a broadly representative advisory committee to have an ongoing role. The Mayor should request designation of PruPAC as that advisory committee.

At this stage of the process, we want simply to convey a vision of the redevelopment of the Prudential Center. It is, however, important to state several policy guidelines that require particular discussion.

Continuity of process

The Project Advisory Committee should continue to exist after the approval of the guidelines to monitor compliance and to provide ongoing interpretation of the established guidelines at all stages. The City should request the BRA to establish a contractual agreement with the PruPAC. This agreement must embrace all aspects of the development addressed in these guidelines and be supported by BRA staff and funding, if needed, for expenditures necessary for PruPAC to fulfill its role properly. The PruPAC must participate in the various parallel studies such as traffic, housing, and design called for in the guidelines. The Committee must be involved in the execution of Article 31 and in the MEPA review process. This should include a full review of construction and long-term environmental impacts and proposed mitigation measures. Before the BRA issues its Scoping Determination, Preliminary Adequacy Determination and Final Adequacy Determination pursuant to Article 31, the PruPAC must have the opportunity to make its recommendations. The PruPAC, in its advisory role, must be allowed to look beyond current policies whenever circumstances warrant it.

Public spaces

The provision of spaces for public use, both open and enclosed, is addressed in these guidelines. Free access to those spaces plus their

proper upkeep and operation should be ensured. The Center should be a meeting place for the nearby neighborhoods.

Residential Activity

The Center itself cannot be expected to address the full spectrum of Boston's housing needs in terms of quantity and affordability. However, a goal of the development should be to produce a net increase in the supply of low, moderate and upper moderate income housing (hereafter referred to as affordable housing) on-site and in surrounding neighborhoods seeking such housing. Therefore, we recommend that the City conduct a comprehensive housing study involving PruPAC and other concerned organizations. The study will be taken into account in forming the basis for an affordable housing program. The goals of the study should include:

- o An identification of the likely impacts of future Prudential redevelopment on any residential neighborhoods and a program to mitigate all negative impacts.
- o A program for optimizing the City's goal of increasing the quantity of affordable housing in impacted neighborhoods desiring such housing through the City's linkage program.
- o A determination of what programs relating to subsidized, transitional, elderly and other housing might be appropriate to the Center.

Additionally, we see an opportunity for developing creative new initiatives given the fact that the Prudential Insurance Company is a leader in both the financial services and real estate development industries.

We believe that the current residents of the Prudential Center represent a vital and important community. They would be in the most impacted of any citizens from new development; it is imperative, therefore, that any development proposal recognize and provide for the peaceful and secure maintenance of their homes. Further, the current quantity of rental units in the Center must not be diminished for the duration of its 121A Agreement. Protections currently provided by the 121A Agreement to the Prudential tenants should remain in effect. Future development must provide social and economic benefits by enhancing the quality of life for residents of Prudential as well as nearby neighborhoods. The development must not cause social or economic deterioration.

Jobs

The requirements of the City's Residents Jobs Policy for construction employment and the Boston for Boston permanent jobs policy are incorporated by reference into these PruPAC guidelines. Additionally, the developer is encouraged to exceed these standards and to give special emphasis in recruitment and training to residents of surrounding impacted neighborhoods.

Time Table

A comprehensive schedule must be prepared that allots all the various work efforts, their anticipated sequence and duration, and establishes who is responsible in each instance.

V. APPENDICES

- A. Matrix of group statements
- B. Statement by each PruPAC member group
- C. Downtown IPOD-Boston Zoning Code
- D. Article 31-Boston Zoning Code

APPENDIX A

Matrix of Group Statements

| CHARACTER | URBAN PATTERN | PEDESTRIAN ENVIRONMENT | MIXING | HEIGHT |
|-------------------------------|--|--|---|---|
| BACK BAY ASSOCIATION | Project should be reintegrated into the urban fabric; a connector to the neighborhoods with entrances on Boylston Street and Huntington Avenue should relate to neighborhoods. | Project should be accessible to pedestrians; Bester Street and parallel King Road should accommodate pedestrians; improvements Program. | Mixing should relate to urban context, site constraints, and existing structures; divide the site into a number of discrete parcels. | Height should relate to urban context, site constraints, and existing structures. |
| BAY VILLAGE ASSOCIATION | The site should be integrated with neighboring sections of the city; current barrier effect should be eliminated. | Reduce the number of stairs required to cross the site. | Multiple buildings rather than one long building should be built along Huntington. | Height along the perimeter (Huntington and Belvidere) should not create "tunnels" along streets (45'-60'); overall height should not exceed 155'; comply with P.O.D. |
| BEACON HILL CIVIC ASSOCIATION | Open spaces and entrances should welcome people of all ages. | Redevelopment should be attractive and inviting to walkers and strollers. | | |
| DISTRICT CITY COUNCILOR | | | | |
| BOSTON Edison CO. | Improve and enhance existing facilities; better utilize undeveloped space. | Weatherproof walkways from 104 South Street to Dalton St. are desired. | | |
| BOSTON SOCIETY OF ARCHITECTS | Break up the monolith; provide heterogeneous mix of uses; impart unique character to that part of the city; design should be rooted in Boston traditions. | Red interior plaza with street levels; do not continue the fenced Copley Place conduit through the site. | Build at the base of existing towers; use buildings to make spaces. | |
| BOYLSTON STREET ASSOCIATION | Project needs to express itself outward and avoid the closed in feeling of Copley Place. | Project should relate and complete Boylston and Huntington and be part of neighborhood. | We would support 2 million square feet if needed to be profitable. | We would be sympathetic to developer's needs for a profitable project. |
| CHAMBER OF COMMERCE | Should be western "gateway" into Boston; redevelopment should make special statement; "jewel in Urban crown;" freetrading tower not recommended. | Reintegrate site into city and Back Bay; Huntington Ave and Boylston Street; interior development on both avenues; no blank walls around periphery. | Design should predominantly reflect low to mid rise scale of Back Bay commercial and residential areas but high-rise development should not be precluded in site renewal. | Consider higher buildings if desirable public uses accrue; no negative impacts on surroundings; more usable open space is created or ground-level density is lowered. |
| CLEARMONT ASSOCIATION | The project should face outward with an active central focus that attracts people; it could use materials that harmonize with St. Botolph, Back Bay, and Fenway. | Development should be fully accessible, not isolated or an urban monument; interior service should be required; keeping King Roads depends on need to prevent canyonization. | The project should be non-monumental; avoid maintenance of King Road canyonization of surrounding streets. | High rises should be set back from Huntington Avenue; low-rise townhouses are suggested to avoid canyonization of Huntington. |
| ELLIS ASSOCIATION | Design should be harmonious with surroundings; do not appear isolated; walls at edges of the site should be removed. | Weave together the Back Bay and South End; provide pedestrian boulevard that provide relatively direct, improved links across site. | Boylston edge consistent with historic Huntington; less monumental; encourage central redevelopment to reduce present effect of isolated and random buildings. | Height along Boylston to comply with historic Huntington; not exceed height of Colonnade; center to be mainly low-rise and minimal mid-rise; no skyscrapers. |
| FENWAY CIVIC ASSOCIATION | Project should not be self-isolating. | Redevelopment must be handicapped and elderly accessible. | Buildings on edges of site should be consistent in height to contribute to adjoining neighborhoods. | Buildings in center of site should not exceed 120 feet. |

| | CHARACTER | URBAN PATTERN | PEDESTRIAN ENVIRONMENT | MIXING | HEIGHT |
|---|--|--|--|---|--|
| FENWAY COMMUNITY DEVELOPMENT CORPORATION | The project should be active and include low density housing, housing related uses, pedestrian corridors, and public parks. | The design should maximize integration of the development into the surrounding environment. "Dead space" along Boylston and Huntington Avenue to be replaced with active uses. | Improved pedestrian access should include walkways from the Fenway to Huntington Avenue and from Huntington Avenue to Boylston Street. | | |
| GREATER BOSTON PLANNING COUNCIL | Redevelopment should upgrade and beautify the neighborhood. | | | | |
| FENWAY AREA ACTION COUNCIL | | | | | |
| LEAGUE OF WOMEN VOTERS | | | | | |
| MASSACHUSETTS CONVENTION CENTER AUTHORITY | Prudential should be a physical asset to the community as well as a participant in efforts to preserve the ambience of the area. | | Continuing environmentally controlled walkways from Copley Place to the Hynes Auditorium is of vital importance. | | |
| NEIGHBORHOOD ASSOCIATION OF THE BACK BAY | Project should serve as magnet for on-site and surrounding residential communities rather than for suburban or out-of-town visitors. | Connect the Back Bay and the South End with direct north-south and diagonal pedestrian streets which are accessible to emergency vehicles. | Remove visual and physical barriers or blank walls around pedestrian streets; create interest points along walkways; ensure good lighting. | Mixing around perimeter should relate to neighboring residential communities; no tall residential towers; break down project into FAR areas consistent with adjacent densities. | Overall height not to exceed 155'; perimeter height should reflect those of neighboring areas; do not reinforce high spine for Boylston or Huntington. |
| PILOT BLOCK NEIGHBORHOOD ASSOCIATION | Project should be becoming, not forbidding; no blank walls at perimeter; design and materials should evoke Boston and its heritage. | Create a pedestrian boulevard between Boylston and Huntington; cross links from Hynes to Copley Place. | Spaces should attract and accommodate pedestrians; be open to the city and not hermetically sealed. | Fill in around existing towers; no new towers in open spaces. | Respect existing scale along Boylston and Huntington; 4-8 story residential buildings; overall height should not exceed 155'. |
| PRUDENTIAL APARTMENTS ASSOCIATION | Prudential's redevelopment plan is perceived as a reaction to and expansion of Copley Place, which is not desired. | | A better pedestrian plan should be developed for the entire site. | | No more high-rise buildings. |
| ST. BOTOLPH CITIZENS' COMMITTEE | Redevelopment should complement and enhance residential life in the city rather than expand commercial uses. | Improve accessibility across Prudential site from the St. Botolph neighborhood to Boylston Street; enhance Huntington, Belvidere and Dalton streetscapes. | Eliminate "barrier effect;" mitigate effect of having to walk "over" turnpike; provide 24-hour multiple access across site. | Multiple buildings rather than one long building should be built along Huntington; establish separate zones for governing compliance with acceptable FMs. | Building height along perimeter (Huntington and Belvidere) should not create "tunnels" (45'-60'); overall height should not exceed 155'. |
| SYMPHONY UNITED NEIGHBORS | Redevelopment should open up to the neighborhoods on Boylston and Huntington; buildings should reflect grand architectural heritage of Boston; retain tower. | Improve access from Huntington to Boylston; "friendly" and "warm" access with inviting street-level entrances is desired. | Suggested improvements include pedestrian crossing lights and overhead bridges. | | Overall height limit of 155'-160'. |
| STATE REPRESENTATIVE 8TH DISTRICT | | | | | |

| RESIDENTIAL | OFFICE | RETAIL | HOTEL | PARKING | OPEN SPACE |
|---|---|--|--|--|--|
| BACK BAY ASSOCIATION Add to existing supply in response to City's need for housing; 400 market-rate units on site. | Add to existing supply in response to Back Bay occupancy rate projections; up to 1800,000 SF of new office space. | Mix a mix of retail in response to the variety of users, including visitor related services; 600,000 SF new retail space; expansion of food store. | Additional hotel rooms not desired. | Project should be major improvement to the surrounding area; better management of existing spaces; 400 new spaces; available for use by shuttles. | Open space should be provided. |
| RAY VILLAGE NEIGHBORHOOD ASSOCIATION Affordable, family, and elderly housing should be provided. | | Service retail such as a cleaners, tailor, hardware and grocery stores should be provided. | | Off street parking and storage of cars should be provided. Take advantage of southern exposure and enhance concept of pedestrian boulevard. | Open space should be encouraged to take advantage of southern exposure and enhance concept of pedestrian boulevard. |
| BEACON HILL CIVIC ASSOCIATION | | | | | |
| DISTRICT CITY COUNCILOR | | | | | |
| BOSTON EDISON CO. | Improve facilities for Boston Edison's 1200 employees. | Retail space should be upgraded. | | | Create accessible open spaces that are appropriate for the mix of uses and a variety of users. |
| BOSTON SOCIETY OF ARCHITECTS Provide a range of housing--including affordable, family and transitional. | | Provide service stores for surrounding neighborhoods; opportunities for local ownership. | | | Must be practical; current main entrance to Pru is through open space to tower but is parking with surrounding hotel closed off since no one wants to park there. |
| BOWLSTON STREET ASSOCIATION Retain present rental units and add condominiums. | A key part of the project since it gives stability; small portion could be set aside at modest rents for non-profit groups. | Must have top quality anchor store to ensure success of project; this will attract other "Copy Place quality" stores, need this range. | Question need for additional hotel. | Opportunity to increase supply provided traffic impacts are considered; share monthly parking with surrounding hotel and buildings; offer 2 hour parking spaces. | Must be practical; current main entrance to Pru is through open space to tower but is parking with surrounding hotel closed off since no one wants to park there. |
| CAMBER OF COMMERCE Support major addition of residential development on site; provide in town living; increase the amount of parking generated by the project. | Additional office space recommended to respond to projected vacancy rates in the district. | Support major addition of retail; recognize and respond to Back Bay's current retail needs; variety of retail desired; visitors, residents & workers. | Additional hotel space should not be encouraged. | Parking is critical concern in Back Bay; opportunity to provide needed parking now and into future should not be lost; lot sizes; open space connector between existing retail and visitors; share shuttles. | Parking is critical concern in Back Bay; opportunity to provide needed parking now and into future should not be lost; lot sizes; open space connector between existing retail and visitors; share shuttles. |
| CLAREMONT NEIGHBORHOOD ASSOCIATION The proportion of residential space should remain in the area; currently the same percentage is present. | The proportion of commercial space should also remain in the same percentage as present. | Food store on Huntington Ave. and service and repair stores and food worth type general stores should be desired; all stores should have better access to Huntington Avenue. | An additional hotel was not considered. | Provide parking for all contemplated residents and customers; limited neighborhood parking should be available. | The open space should be designed for people with attention paid to age groups under nine and their families. |
| ELLIS NEIGHBORHOOD ASSOCIATION | | Supermarket should be enlarged and accessibility improved from neighborhood center; retail along edges; no large scale enclosed mall. | | Parking should be increased proportionately to new development; provide short term parking for residents and discount validation for retail customers. | The open space should be safe, sunny, and active. A link to the Christian Science Center should be considered. |
| ETHEWAY CIVIC ASSOCIATION Affordable housing is a key concern. | | Commercial space (frontage on Boylston and Huntington); 151 units; 100,000 sq. ft. of business; Star Market should operate during construction; 15 & 10 store is desired. | No hotel space should be added to the area. | Commercial parking supply should not be increased. | |

| | RESIDENTIAL | OFFICE | RETAIL | HOTEL | PARKING | OPEN SPACE |
|---|---|--|--|----------------------|---|---|
| LEWIS COMMUNITY DEVELOPMENT CORPORATION | Mix of uses should reflect a strong housing emphasis; include affordable units as well as family housing. | A portion of the office space should be provided as Class "B" of needs, including services for start up businesses with priority for minority and women owned firms. | Retail mix should serve variety of needs, including services oriented to surrounding neighborhood residents of all income groups with lower rents for such tenants if necessary. | | Additional parking should be made available to residents and shoppers only. | |
| GREATER BOSTON LABOR COUNCIL AFL-CIO | | | | | | |
| KENMORE AREA ACTION COUNCIL | | | | | | |
| LEAGUE OF WOMEN VOTERS | | | | | | |
| MASSACHUSETTS CONVENTION CENTER AUTHORITY | | | The quality, variety and proximity of retail and commercial space should be sensitive to prospective conventioners. | | Parking is a critical issue; additional parking between convention and office users is suggested. | |
| NEIGHBORHOOD ASSOCIATION OF THE BACK BAY | Additional space should be predominantly residential; townhouse style design preferable to large complexes. | Minimal addition of office space limited to that amount which will have no impact on parking or traffic in surrounding neighborhoods. | Minimal addition of retail space, including general merchandise, to meet needs; no new dept. store or large-scale indoor mall; larger Star and Post Office desired. | No new hotel space. | City required levels of parking must be set aside within the Back Bay. The new open space should be adjacent to commuter parking at mass transit locations. | City required levels of parking must be set aside within the Back Bay. The new open space should be adjacent to commuter parking at mass transit locations. |
| PILOT BLOCK NEIGHBORHOOD ASSOCIATION | At least 25% of new space should be residential; cluster in northeast quadrant of site. | Cluster office in western Back Bay, including general merchandise, or expanded Star Market with South End orientation; extension of Copley Place not desired. | Provide neighborhood service centers, including general merchandise, or expanded Star Market with South End orientation; extension of Copley Place not desired. | | Consider off-site parking with shuttle bus service. | Create a generous plaza on the south (sunny) side; a smaller plaza on Boylston. |
| PRUDENTIAL APARTMENTS ASSOCIATION | Present operation and present amount of rental units is inadequate. | No more office. | Area already saturated with restaurants; more are not needed; Copley Place like mall neither needed nor desired. | No more hotels. | | Provide more gardens and sunlit open spaces. |
| ST. PATRICK CITIZENS' COMMITTEE | Optimize residential uses along Huntington, Belvidere and Dalton. | | Minimize commercial uses along Huntington, Belvidere, and Dalton. | No more hotel rooms. | Parking is of great concern; Provide for off street parking and storage of four buses. | Open and outdoor spaces along Huntington to take advantage of southern exposure and enhance concept of "strolling boulevard". |
| SYMBIONESE UNITED NEIGHBORS | Mix of condos and apartments; provision for affordable housing, 6 story height. | | Include businesses that cater to residents from surrounding neighborhoods - i.e. fish, meat markets, grocery star market is desired. | No hotel is desired. | | Park-like open spaces throughout the area is desired. |
| STATE REPRESENTATIVE 6TH DISTRICT | | | | | | |

| | MASS TRANSPORTATION | VEHICULAR ACCESS | TRAFFIC SYSTEM IMPROVEMENTS | INFRASTRUCTURE | ENVIRONMENTAL |
|--|---|---|--|---|--|
| BACK BAY ASSOCIATION | Mass transportation to the Prudential Center good; access to transit should be safe, clean and easy. | Project should be accessible to vehicular traffic. | Improve access from Turnpike to garage. City strategies to improve access to the Harbor Expressway and the Third Harbor Tunnel should be encouraged. | | Phase construction to minimize impacts on existing residential and commercial occupants. |
| BAY VILLAGE AND MADISON ASSOCIATION | Enhance desirability of using public transportation. | Traffic and parking is primary concern; a plan that provides for an increase in traffic on the site and the site and least effects neighborhood traffic desired. | Direct eastbound access to the Pike should be provided; improvements to the Harvard Street Expressway and the Third Harbor Tunnel should provide random access into surrounding neighborhoods. | Additional development should not adversely impact sewerage, utilities, water table, and water service. | Construction traffic and parking should be closely regulated. |
| BEDFORD HILL CIVIC ASSOCIATION | Increase usage of public transit; avoider taxi service; encourage service; discourage single occupancy vehicle usage. | | Provide eastbound access (ramps) to Mass Pike; improve westbound ramp accessibility; improve access to expressway. | Demands on electricity, water, sewage and drainage should not place other neighborhoods or businesses in jeopardy. | |
| DISTRICT CITY COUNCILOR | | | | | |
| BOSTON EDISON CO. | Provide incentives for visitors and tenants to use mass transit. | BECO. employee patterns suggest that additional office space and improved retail can occur without adverse effects on traffic and parking demand. | Problems and solutions are area wide; eastbound access to Pike should be considered as well as improvements to the Harbor Expressway and the Third Harbor Tunnel should provide random access into surrounding neighborhoods of City traffic problems. | | Aggressive energy conservation and load management initiatives should be considered. |
| BOSTON SOCIETY OF ARCHITECTS | Connectors to MBTA stations on Huntington and Boylston/ Mass. Avenue are important. | | | | Project design and massing should mitigate pedestrian level winds. |
| BOYLSTON STREET ASSOCIATION | Should be encouraged; MBTA should market Back Bay etc. through renting space. | | To lessen impact on neighbor- hood streets must have some better connection (especially eastward) onto Mass Turnpike. | Improve present Ring Road. | |
| CLAMBER OF COMMERCE | Sheltered, safe, clean connections to mass transit; city to discourage single occupancy vehicle use; develop range of programs to encourage transit use. | | Redevelopment should not be held responsible for solving all Back Bay traffic problems; encourage State and City to improve access to the Harbor Expressway and the Third Harbor Tunnel connection. | | Redevelopment should be phased to ensure buildout does not adversely impact surrounding area. |
| CLAREMONT NEIGHBORHOOD ASSOCIATION | | Overall objective is neutral impact on access and parking. | East bound Turnpike access must be provided so that Pro traffic does not use neighborhood streets. | The infrastructure impact should be neutral on all aspects. | Use a phased construction process to reduce neighborhood disruption. |
| ELLIS NEIGHBORHOOD ASSOCIATION | A link from the MBTA station Prudential Center should be built. | to Traffic and parking are primary concerns. There should be no increase in South End traffic resulting from development. | Provide direct access to the Pike from the Mass Pike, thereby bypassing surrounding streets. | | |
| FENWAY CIVIC ASSOCIATION | Appropriate mass transit and shuttle bus connectors should be upgraded and used to discourage automobile commuters. | Redevelopment should not contribute to increased neighborhood traffic volumes. | Provide for Mass Pike entry and exit ramps to accommodate increased traffic demand. | Redevelopment must not permanently alter water table levels or adversely impact foundations of adjacent properties during construction. | Vary building size to minimize wind tunnel effect in area; around Prudential area; work out a plan with surrounding neighborhoods to minimize construction impacts. |

| | MASS TRANSPORTATION | VEHICULAR ACCESS | TRAFFIC SYSTEM IMPROVEMENTS | INFRASTRUCTURE | ENVIRONMENTAL |
|---|--|--|---|---|---|
| FENWAY COMMUNITY DEVELOPMENT CORPORATION | Improve non-auto access through increased T capacity, amenities and subsidies for transit, car pooling and flex time. | Redevelopment should not increase traffic volumes on surrounding streets. | | Provide a major portion of energy needs through solar and other alternative sources and use energy conserving electrical capacity, use energy conserving materials & design. | Permanent alterations to the water table should be prevented; minimize construction impacts. |
| GREATER BOSTON LAND COUNCIL Rt 2 C/O | | | | | |
| REMOORE AREA ACTION COUNCIL | | | | | |
| LEAGUE OF WOMEN VOTERS | | | | | |
| MASSACHUSETTS CONVENTION CENTER AUTHORITY | | | | | |
| NEIGHBORHOOD ASSOCIATION OF THE BACK BAY | Off-site commuter parking should be developed at appropriate transportation terminals (e.g. North and South Stations). | Redevelopment should cause no increase in traffic on neighborhood residential streets; direct access from north-south cross streets should not be provided. | Improve Turnpike entries and exits. | | Reduce ground level wind and noise effects from parking and construction; reduce wind impacts on Back Bay retail streets; full EIR review. |
| PILOT BLOCK NEIGHBORHOOD ASSOCIATION | Link between Auditorium Station and Prudential site. | Traffic concern is fundamental; substantial increase of traffic burden on South End streets must be avoided. | | | |
| PRUDENTIAL APARTMENTS ASSOCIATION | Concern that presently over- loaded Green Line cannot serve the additional demand that redevelopment would create. | Concern that redevelopment would bring more traffic to area already overburdened with non-residential traffic and parking. | Re-establish and strictly monitor compliance of emergency access lanes to all portions of the site; improve traffic congestion in front of Boylston Street fire station. | Concerns for anticipated burden on power, water, sewerage, etc. | Concern that redevelopment impacts on the area could be health and safety of present residents in terms of noise, dirt and squalor over a period of years. |
| ST. BOTOLPH CITIZENS' COMMITTEE | Enhance desirability of using public transportation by improving Huntington Avenue (Green Line). | Traffic is of great concern; provide for no increase in current levels of traffic. | Provide eastbound access to and from the Turnpikes; decrease traffic on West Newton Street. | Redevelopment should not adversely impact sewerage, utilities, and water service of St. Botolph neighborhood. | Provide constant water table monitoring in the St. Botolph area; mitigate potential impacts of construction traffic and parking. |
| SYMPHONY UNITED NEIGHBORS | Improve access to T stops at Auditorium and Prudential. | Special attention and emphasis should be given to potential traffic impacts of redevelopment. | Explore direct parking garage entries from Mass Pike; provide eastbound access to Pike; enforce double parking regulations. | | |
| STATE REPRESENTATIVE 18TH DISTRICT | | | | | |

| PRUPAC Matrix-DRAFT 03/04/88 | POLICY | AFFORDABLE HOUSING | JOB | COMMUNITY SPACE | PROCESS |
|--|--|--|---|--|--|
| PRAC BAY ASSOCIATION | Project should be of sufficient size and economic viability to provide public amenities and open space; 1.4 million SF office and retail, and 400 residential units. | | Project should be an economic engine for the area. | Public amenities should be provided. | |
| BAY VILLAGE NEIGHBORHOOD ASSOCIATION | Determine a mix of office, retail, and business uses that will not overburden the facilities of the surrounding neighborhoods. | Include on-site affordable housing. | | A school, assembly/performance, community offices, park and fine arts space should be explored. | |
| BEACON HILL CIVIC ASSOCIATION | Ensure that vehicular traffic does not increase above present, already excessive levels. | | | | |
| DISTRICT CITY COUNCILOR | | | | | |
| BOSTON EDISON CO. | Encourage healthy expansion that will perpetuate the City's vitality for years to come. | | Encourage creation of new jobs. | | Encourage cooperative effort on behalf of the City, developers, and community to develop long term traffic solutions. |
| BOSTON SOCIETY OF ARCHITECTS | | Include on-site affordable units. | | School, assembly, performance, community office, recreation facilities should be considered. | |
| BOSTON STREET ASSOCIATION | | | | Presume the larger the project, the more public amenities; consider community playhouse, day care, concert hall. | Suggest that PRUPAC be continued to ensure guideline compliance. |
| CHAMBER OF COMMERCE | Project should be of sufficient size to incorporate a range of desired amenities and community facilities; economically feasible; roughly 1.7 - 2.0 million SF is recommended. | | | Site should be focal point of community activities. | |
| CLAREMONT NEIGHBORHOOD ASSOCIATION | Restraint limitations that prescribe a neutral impact on the surroundings should be considered; design, scale and use mix. | 50% of the residential space should be affordable. | | An ice rink or activity center should be considered. | The guidelines must be definite enough to allow PRUPAC to accurately assess all proposed designs. |
| ELLIS NEIGHBORHOOD ASSOCIATION | Redevelopment should be seen as an opportunity to improve the surrounding street problems with the Center. | | | | Continued design review by the neighborhoods. |
| FENWAY CIVIC ASSOCIATION | | Increase the availability of affordable housing in the area; provide guidelines for mixed income or for existing neighborhood residents. | Employment at the Prudential Center should be based on EEO guidelines with neighborhood preference. | Continue preschool childcare center for neighborhood residents and Prudential Center workers. | New licensees, hearings and studies should include neighborhood representation; community involvement in all facets of construction decisions. |

| | POLICY | AFFORDABLE HOUSING | JOB | COMMUNITY SPACE | PROCESS |
|---|---|---|---|---|---|
| FENWAY COMMUNITY DEVELOPMENT CORPORATION | Redevelopment should result in the creation of affordable housing on site and in surrounding neighborhoods. | Mixing lot of new units with existing units could be desirable; assistance to non-profits and direct off site affordable housing construction is also desired. | Hiring should be consistent with the City's affirmative policy and Boston Civil Rights Coalition; establish affirmative hiring program aimed at surrounding area residents. | Recreational facilities, community meeting space, affordable childcare, and space for local performing and visual artists should be provided. | Comprehensive housing impact study should be conducted by the advisory committee to the BBRA to monitor compliance with community benefits and environmental impacts. |
| GREATER BOSTON LABOR COUNCIL AFL-CIO | Redevelopment is important to attract new business, upgrade the entire area, and generate taxes to help ease the burden on the City. | | Redevelopment is important in that several thousand construction jobs and permanent jobs for area residents will be created. | | |
| KENMORE AREA ACTION COUNCIL | | | | | |
| LEAGUE OF WOMEN VOTERS | Growth management is the primary concern to ensure that the development does not exceed Boston's ability to support it. | | | | |
| MASSACHUSETTS CONVENTION CENTER AUTHORITY | | | | | |
| NEIGHBORHOOD ASSOCIATION OF THE BACK BAY | Redevelopment goal of proportionately more residential than other uses; IM SF additional space, 100,000 SF residential space, 100,000 SF office space, 100,000 SF retail. | Portion of residential space should be dedicated to reasonable rent and affordable elderly and handicapped housing; affordable housing, augmented with new units. | | | Neighborhood groups should be actively involved in formulating permanent zoning and in the EIR process. |
| PILOT BLOCK NEIGHBORHOOD ASSOCIATION | Redevelopment must provide net positive benefit and not impose net burden on adjacent neighborhoods. | Off-site housing to maximize value of investment on sites without large infrastructure cost premiums. | | | |
| PRUDENTIAL APARTMENTS ASSOCIATION | No build position; proposed redevelopment is perceived as having no economic or social benefits for the area; residents of the area; it is neither desired nor needed. | | | | Present development projects on Boylston Street and in area are perceived as being random and out of control. |
| ST. BOTOLPH NEIGHBORS COMMITTEE | Redevelopment should not cause deterioration of quality of life in nearby community but should be seen as opportunity to cure current problems. | | | | Maintain Prud'AC involvement to monitor guideline implementation. |
| SPRINGHURST UNITED NEIGHBORS | Would like to see a development that is "reasonable" blend of residential, office and retail. | Provision of affordable housing is desired. | | Walk-in medical facility, community meeting space, set aside for local artists, and limited equity retail coops suggested. | |
| STATE REPRESENTATIVE 18TH DISTRICT | | | | | |

APPENDIX B

Statement by Each PruPAC Member Group

.

To: PRUPAC
From: Back Bay Association
Re: Prudential's Redevelopment
Date: January 15, 1988

FINAL

The Prudential Center, as we know it, was built in the 1960's as the first mega-sized mixed use development in the country. It was a significant contributor to the revitalization of the Back Bay and provided a gateway to the city from the west.

It was, and still is, a self-contained center built to provide housing, office, retail and public space; all generously supported by underground parking.

The Prudential Development Company has acknowledged that the center no longer lives up to the expectations of the surrounding neighborhoods and has indicated its interest and intent to revitalize and enhance the center.

The PRUPAC, in January 1987, did go through a process of identifying positive and negative aspects of the present Prudential Center and the group was able to jointly articulate its "vision" of redevelopment of the site.

The Back Bay Association would like to further expound on the groups' statement and its views on the redevelopment of the Prudential:

PROGRAM GOALS

The project should be an economic engine for the area and serve those who live, work and visit in the Back Bay.

The project should continue to provide a mix of uses: residential, office, retail, visitor services and parking.

The project should be reintegrated into the urban fabric while making a statement as a major focal point and destination in the city.

It should be accessible to both vehicular and pedestrian traffic.

It should be a connector to the neighborhoods on the north and south with entrances on Huntington Avenue and Boylston Street.

The project should be of sufficient size and economically viable to provide for public amenities and open space.

RELATED COMMENTS

The Prudential must respond to the City's need for additional housing by adding to the existing supply of units on the site. This would also further strengthen the developments' relationship to surrounding residential neighborhoods.

Office space at the Prudential is now effectively fully rented and as there is a need for more office space in the city and the Back Bay shows a projected negative occupancy rate by the 1990's, we support adding to the existing supply.

The Back Bay is now a major destination point for visitors (there are 6,900 hotel rooms in the area). With the opening of the Hynes Convention Center this month, the Prudential Center becomes a very important site, although not for another hotel, but rather for visitor related services such as restaurants and retailing.

Current retailing trends show that visitor spending accounts for 29% of retail sales in the area and with the increased number of visitors further retailing opportunities should be encouraged.

The retail mix should also reflect the needs of residents and workers in the area. Statistics show that employee spending only accounts for 10% of the sales. This population is obviously very underserved, thus their needs could be met by the addition of a major retail anchor as well as smaller establishments. These additional retail establishments should also cater to the needs of the residents in the development as well as those in the surrounding neighborhoods.

Mass Transportation access to the development is good. There are three MBTA stops on the Green Line and one on the Orange Line at the new Back Bay Station which also connects to the Commuter Rail and AMTRAK. Express buses also provide commuter service into the area.

Direct auto access into the site is provided by an east bound exit from the Mass Turnpike. Two westbound entrances to the Turnpike are within blocks of the site. The City's development of strategies to link the Back Bay to the Southeast Expressway and Third Harbour Tunnel should be supported and encouraged.

Parking is a major issue in the city. The Prudential's supply is hard to access and underutilized. With better management of existing spaces and some expansion, the development would become a major resource for residential and commercial parking needs in the area.

The redevelopment and expansion of the Prudential Center into a "user friendly" environment is highly desirable. The provision of public amenities and open spaces in the mixed use development would greatly increase its usage and once again make the Prudential Center a major focus of enjoyment to those who live, work and visit in the Back Bay.

RECOMMENDATIONS

The redevelopment of Prudential Center could best be accomplished by dividing the site into a number of discreet parcels.

Construction on the parcels should be phased to minimize the impact on existing residential and commercial occupants.

The edges of the site should be extended to Boylston St. and Huntington Avenue and designed to relate to the character of the neighborhoods to the south and north.

Exeter Street and the parallel Ring Road should be designed to attract and accommodate pedestrians.

The edges of the development should also incorporate the Streetscape Improvement Program recommendations.

Height and massing of buildings should relate to the urban context, site constraints and existing structures.

As the Prudential Center re-development has to be financially sound, and of sufficient size to incorporate and accommodate the many public amenities and program goals articulated during the PRUPAC deliberations, the Back Bay Association recommends that the revitalization and expansion of the Prudential Center include the following:

RESIDENTIAL

Some 400 units of market rate housing on site.

OFFICE

Up to 800,000 SF of new office space

RETAIL

600,000 SF of new retail space to provide for expansion of food store, attract an anchor and smaller establishments to accommodate residential, worker and visitor needs

PARKING

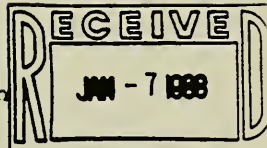
Add 400 new parking spaces. Rearrange and improve management of existing spaces to accommodate and increase garage usage by up to 1800 cars. Access to parking spaces should also be provided to residents and commercial establishments abutting the development to relieve congestion in surrounding neighborhoods.

ACCESS

The development should provide for safe, clean, easy access to existing public transportation.

The development should maintain and improve present direct exit from the Mass Turnpike into the garage.

Bay Village Neighborhood Association



Statement of Position Concerning Proposed Development
at the Prudential Center

Introduction

- I. After discussion and consideration, the Executive Committee of the Bay Village Neighborhood Association concluded that the following matters should be of paramount concern when decisions are made relative to the eventual redevelopment and use of the Prudential Center.
 - A. Traffic and Parking.
 - B. Integration of the site with neighboring sections of the city through design.
 - C. Allocation of uses.

II. Discussion

A. Traffic and Parking

Any proposed or eventual development of the Prudential Center property must have a plan for traffic and parking that provides for little or no increase of vehicular traffic on and through the site. Direct east-bound access to the Massachusetts Turnpike must be provided at or near the Prudential Center. Such localized traffic artery access will, we believe, least affect neighborhood traffic patterns and will inhibit incidental use of Back Bay, South End, Fenway and Bay Village area streets by Prudential related traffic.

The expansion or extension of Herald Street and/or Marginal Way should be avoided as the means of providing adequate access and egress to the site. Such Prudential motivated improvements of Herald Street and Marginal Way would provide increased random access by vehicles to the Back Bay, South End, Fenway and Bay Village streets. Any enlargement or expansion of traffic routes abutting the Turnpike corridor will serve only to further separate Bay Village and the Back Bay from the South End.

Any traffic and parking study (studies) that take place should consider effects beyond the Back Bay and include effects and impact on the Fenway, South End, Bay Village and Beacon Hill as well.

B. Design

The heights of buildings along the perimeter of the site (Huntington Avenue and Belvidere Street) should not exceed 45-60 feet to prevent the creation of a "tunnel" effect on Huntington Avenue.

Building heights in the center of the site may be higher but should not exceed 155 feet.

Multiple buildings rather than one long building should be built along Huntington Avenue to permit multiple and easy access to and across the site.

Open and outdoor spaces should be encouraged along Huntington Avenue to take advantage of the southern exposure and enhance the concept of a pedestrian boulevard.

Twenty-four hour access across the site should be provided with a reduction in the number of stairs from present.

Eliminate the current barrier effect.

Provide for off-street parking and storage of tour buses.

Enhance desirability of using public transportation by improving the Huntington Avenue Green Line.

Closely regulate construction traffic and parking.

Insure that additional development at the Prudential will not adversely impact on sewerage, utilities, water table and water service.

C. Uses

Explore public uses e.g. school, assembly/performance/community offices, park, recreation and fine arts.

Provide a variety of Housing including "affordable", family, group and elderly.

Provide neighborhood services such as cleaners, tailors, hardware and grocery stores.

Determine a mix of office, retail and business uses that will not overburden the facilities of surrounding neighborhoods.

BEACON HILL CIVIC ASSOCIATION, INC.

74 JOY STREET

BOSTON, MASSACHUSETTS 02114

227-1922

December 14, 1987

Barry Pinciss, Chairman
PRUPAC Committee
22 Cumberland Street
Boston, MA 02115

Prudential Project Recommendations to PRUPAC

Brief Overview

The proposed Prudential development project in the Back Bay is one of enormous proportions and can have an overwhelming impact on all the in-town residential neighborhoods and businesses within its shadow. The area it is in already has a continuous overload of traffic every day of the week.

Areas of concern

There are four main areas which are of particular concern to our Beacon Hill Civic Association neighborhood, some having direct effect and some indirect. Of first importance is surface private automobile and common carrier traffic, then public transportation (including taxis), thirdly, design from the esthetic and composition point of view and finally, the effect on the infrastructure facilities in the city.

Because potential vehicular traffic would have the greatest immediate effect on our neighborhood, we strongly urge and state:

- 1) that PRUPAC take every measure to ensure that surface (street level) vehicular traffic does not increase above its present, already excessive, level.
- 2) that because the Mass. Turnpike is the main automobile artery into the area it should be modified so that it has at least one eastbound ramp out of the Prudential area - preferably below surface.
- 3) that the Mass. Turnpike westbound ramps be made more accessible.
- 4) that an eastbound access to the turnpike be considered from the Storrow Drive/Fenway area to reduce cross Back Bay traffic.
- 5) that an improved access to the Southeast Expressway be made (perhaps the Herald Street, providing it is accepted by the neighborhoods immediately involved).
- 6) that the developer, City, and Commonwealth take every measure to discourage commuters from driving single occupant cars into the city.

Our neighborhood would vigorously oppose any plan that would divert more traffic onto its streets or any plan or suggestion to change the direction of traffic flow on any part of Charles Street in Beacon Hill or in the Public Garden-Common Area.

We strongly support and urge the increase of public transportation systems in the area which would reduce the use of private automobiles.

We also support an improved area wide taxi commission which would permit all taxis entering the area to pick up passengers as well as discharging them. This same commission should be empowered to require that all taxis be in first class condition, safe and drivers that are experienced.

We strongly recommend that well trained, coordinated and permanent traffic and parking enforcing personnel be in the area at all times.

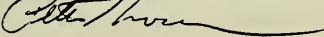
As regards the design and composition of the buildings and area, we believe they should be attractive and inviting to the walkers and strollers and other city dwellers as well as to the daily commuters and outside shoppers and visitors. Open spaces, entrances should be designed to welcome people of all ages.

The infrastructure demands of the project such as electricity, water, sewage, drainage should not place other neighborhoods or businesses at jeopardy.

As other concerns arise, we will comment or make suggestions or positions.

Respectfully submitted,

Peter Thomson, Beacon Hill Civic Association Delegate to PRUPAC

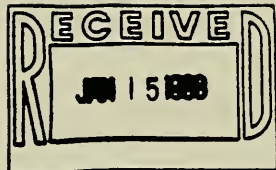


John Glen, Beacon Hill Civic Association Alternate Delegate to PRUPAC





BOSTON EDISON
800 Boylston Street
Boston, Massachusetts 02199



COMMENTS REGARDING THE PRUDENTIAL REDEVELOPMENT PROJECT

The following comments represent Boston Edison's perspective as a major tenant in the Prudential Center. We would encourage a redevelopment plan as long as it will improve facilities for our employees as well as enhance the economic well being of the surrounding communities.

We also urge the Prudential Company to incorporate into all new construction programs aggressive energy conservation and load management initiatives.

The planned redevelopment of the Prudential Center Complex should improve and enhance the existing facilities and should also provide the Prudential management an opportunity to better utilize undeveloped space. In addition, the planned redevelopment would create new jobs and generate additional revenues to the city.

A redevelopment plan that is sensitive to the needs of all publics using the Prudential Center -- tenants, visitors, employees and residents of the surrounding neighborhoods -- is desirable. Convenient weatherproof walk throughs from Dartmouth Street to Dalton Street would provide comfortable, safe and convenient access to all of the facilities in this area. If entrances and exits are located near "T" stations, it would provide an incentive to visitors and tenants to use public transportation and, most importantly, it would eliminate life threatening confrontations between pedestrians and motor vehicles. A redeveloped Prudential Center with an upgraded retail component might reduce the need for residents to use their cars and eliminate some of the frustration caused by a shortage of parking spaces.

If Boston is to continue to enjoy healthy economic growth, we need to work together to find solutions to the complex issues that impact on our neighborhoods. We should all encourage healthy expansion that will perpetuate the city's vitality for years to come.

However, no single developer will be able to resolve all of the complex issues involving the relationship of Boston neighborhoods to nearby major development projects. Many of the sensitive issues confronting the city evolved over a period of time. The traffic and parking problem underscores the need for a cooperative effort on behalf of the City, developers and the community to develop long-range solutions. Given current trends, it is only a matter of time, even without a redeveloped Prudential Center, that it will be next to impossible to enter or exit the city by auto.

Boston Edison recognizes the dilemma that the residents in this area face, however, the Prudential should not have to bare the entire burden of issues that are a part of the responsibility of the city of Boston. It doesn't appear to be logistically possible to resolve the traffic problem in the Back Bay by avoiding the big picture. Commonwealth Avenue and Beacon Street are major links between downtown Boston and Allston/Brighton. Newbury Street provides access to the Mass Pike, and Massachusetts Avenue is the only route between Cambridge and Boston in this area.

All of the intersecting streets, i.e. Hereford, Exeter, Dartmouth and Berkeley provide access to the above mentioned major thruways.

To initiate an immediate alternative, i.e. to eliminate traffic in the Back Bay and to provide adequate parking for residents, would only shift the problem to the South End and the Fenway areas, where residents are already experiencing identical traffic and parking problems. This problem needs to be addressed on a city-wide basis.

Boston Edison does not believe additional office space and improved retail facilities have to increase traffic and parking significantly. For instance, Boston Edison Company, a major tenant, has approximately 1200 employees based in the Prudential, many of whom use public transportation or participate in car pools. These employees using public transportation and car pools are certainly not contributing appreciably to the rush hour grid lock.

In addition to their minimal impact on traffic and parking, our employees bring dollars into the community by shopping at local businesses from Newbury Street to Huntington Avenue to Mass. Avenue.

The proposal to construct the east bound entrance to the Mass Pike in the vicinity of the Prudential deserves careful consideration. It may or may not provide the significant relief anticipated by its supporters. In many instances, it is more convenient and timely to reach an eastbound or downtown destination via Boylston or Stuart streets, as opposed to the inherent delays normally experienced entering or exiting the expressway, similar to those which sometimes occur at the end of Storrow Drive.

In addition to the foregoing, we believe some consideration should be given to the construction of a westbound exit from the Mass. Pike into this area.

Since the traffic problem is a citywide and not neighborhood specific, one must drive through several traffic burdened neighborhoods to reach any destination. Therefore, a westbound exit may be desirable.

18 May 1987

Mr. Barry Pinciss
St. Botolph's Citizens Committee
22 Cumberland Street
Boston, Massachusetts 02115

RE: Pru-Pac Guidelines

Dear Barry:

In order for the various studies of the Prudential Center to be as fruitful as possible in pointing toward guidelines, it is essential that they incorporate or address the very specific concerns of the Pru-Pac membership.

The BSA wishes to contribute the following goals/issues/concerns:

1. Break up the monolith - a 26 acre island between the Back Bay and the South End.
 - Create truly public ways through, linking Boylston Street and Huntington Avenue.
 - Weave together the fabrics, street grids, building heights, view lines, etc. of the Back Bay and the South End.
 - Preserve and create open space that is accessible and appropriate for the kinds of activities in the complex.
 - Create strong architectural transitions that wed plaza and street levels - e.g. the Spanish Steps in Rome.
2. Create an urbane mix of uses that enriches the heterogeneity of Boston but also imparts a unique character to this part of the city.
 - Explore what public uses may be appropriate - e.g. school, assembly/performance/community offices, park, recreation.
 - Housing range - including "affordable", family, even transitional housing.

PAI Job No. 00569.0

18 May 1987

Page 2

- Service stores - cleaners, tailor, hardware, etc.
 - Local ownership of smaller stores and restaurants. National chains should be carefully selected.
 - Revive the art world that surrounded Copley Square when the Museum was there.
 - Ground floor uses that have variety and visual interest. Things like banks and blank walls should be shunned.
3. Establish clear, generative design guidelines that will permit good architecture.
- Simple, ordinary materials, straight-forwardly used. In Cambridge, the Charles Hotel and housing is excellent in contrast to the adjacent University Place, which is not.
 - Clear glass.
 - Use the buildings - low, mid and high rise - to make spaces as opposed to towers in parks. Connected buildings create strong spaces.
 - We're heading for the 21st century. Optimism about the future and our creative abilities should temper the present historicist trend.
 - Ameliorate the present effect of towers in parks - build at the bases of towers, add arcades, etc.
4. The traffic and transportation study contemplated by the Boylston Street CRC should be integrated with the necessary related Prudential Development Review requirements.
5. The enclosed connector from Copley Place should not be continued as a commercial conduit. It's sufficient that it bridge Huntington Avenue and have good landing places on both sides.
- More important are the connections to the MBTA stations on Huntington and Boylston/Mass. Avenue.
6. Base the physical and social design on the character, history and traditions of Boston -- not on the latest fashion in urban development.
- o The European tradition brought to New England of High (market) street and lanes and alleys -- a physical and economic hierarchy versus the neutral grid.

Pru-Pac Guidelines

PA1 Job No. 00569.0

18 May 1987

Page 3

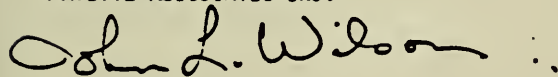
- o Boston is a winter city -- narrow winding streets that block winds and the force of storms.
- o Boston is a port city -- sea, air, the China trade, people and goods from around the world.
- o Boston is a Yankee city -- cultured, practical, inventive, unbeholding to precedent.
- o Boston is a Puritan city -- the Common, churches, decorative restraint.
- o Boston is a city of Revolution -- 1776, Abolition, individual rights.

7. Explore recladding the Prudential tower to reinforce the design intention of any new development.

We feel strongly that the studies of use (both kind and magnitude) transportation, environmental protection, architectural and urban design, housing preservation, historic resources, and infrastructure system should proceed simultaneously and be coordinated. Let me emphasize that these concerns be addressed (along with all other Pru-Pac concerns) in the studies to be undertaken by the BRA and the Pru staff. They are not meant to be guidelines. They are meant to inform the studies that will lead to guidelines.

Very truly yours,

PAYETTE ASSOCIATES INC.



John L. Wilson, AIA
Senior Vice President
Design and Planning

jn: 7567A

Boylston Street Association

~~730 Boylston Street~~ 31 Commonwealth Ave
Boston, MA 02116
(617) ~~276-3841~~ 267-5555

May 4, 1987

Mr. Frank Benoit
PRUDENTIAL PROJECT ADVISORY COMMITTEE

Dear Frank,

I thought it best if I prepared this memo for you since it will outline some of the items that we might want to discuss or incorporate into the document you are working on with us.

Since variances are sought from the city we feel that some positive considerations could be exchanged in return for granting these. I think that this is the whole basis for the PRUPAC and our community involvement.

PARKING: Is probably the biggest problem of all next to traffic and must be carefully thought out. There should be a restriction on parking spaces set aside for office tenants (monthly parking). Spaces can be set aside for this use but most spaces should be for the large number of visitors attracted to the retail stores. Must be tightly written guarantees that a percentage of spaces will be used for this purpose with rates set now. We do not want to encourage low priced 8 hour parking but we do need a low priced 2 hour rate for shoppers and visitors with some kind of arrangement for overnight parking from 8 or 9 p.m. to 8 a.m. for residents and residents parking in case of snowstorms. If monthly parking is allowed for tenants of the office buildings then some percentage of these should also be available to tenants in surrounding buildings during the day.

COMMUNITY-RELATED RETAIL: With ownership by residents of the surrounding neighborhood given priority, we could come up with a list including a tailor shop, shoe repair, hardware store, etc., all at subsidised rents.

RESTAURANTS & HOTEL: Is another hotel really needed? Couldn't the space be better used as a garage? Limit the number of restaurants to avoid another Fanueil Hall for the obvious reasons. You have to service some of Hynes and visitors but lets limit this to avoid a touristy Fanueil Hall Marketplace.

OFFICE SPACE: A percentage of space, perhaps one floor in a building could be set aside for non profit organizations paying a modest rent. They could be solicited and then drawn by lot.

APARTMENTS: Numerous apartments with a percentage of subsidized rentals.

Frank Benoit

May 4, 1987

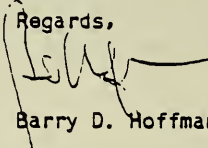
Page 2

BOYLSTON ST & HUNTINGTON AVE: Project should express itself outward and not be designed like Copley Place. The project should relate to and "complete" these streets and be part of the neighborhood and not just a "people trap".

COMMUNITY BENEFITS: Thought should be given to other benefits such as a community playhouse, day care center, concert hall and similar community projects.

Perhaps the above can be some sort of starting point. Naturally, it all has to make economic sense in the end for Prudential.

Regards,



Barry D. Hoffman

BDH:pg



Greater Boston
Chamber of Commerce
Federal Reserve Plaza
600 Atlantic Avenue
Boston, MA 02210-2200
(617) 227-4500

original to
Frank Benoit

January 15, 1988

Mr. Barry Pinciss
Chairman
Prudential Planning Advisory Committee
22 Cumberland Street
Boston, MA 02115

Dear Barry:

The following is the revised statement of the Greater Boston Chamber of Commerce relative to goals and guidelines for the redevelopment of the Prudential site. There are a number of basic principles which, we believe, should guide site renewal which are discussed below along with related recommendations.

PROGRAM GOALS AND RECOMMENDATIONS:

- (1) The 26-acre site should be reintegrated into the City and the Back Bay.
- (2) The site should be recognized as the western "gateway" into Boston. For many visitors to Boston this site in the Back Bay is their first impression of the City.
- (3) Development on this parcel should make a special statement of its own — consistent with the basic character of Boston and the existing urban fabric of the Back Bay. We should be encouraging development here which is a "jewel in the crown of Uptown."
- (4) The project must be of sufficient size to accommodate the development goals on an economically feasible basis and allow for the incorporation of a range of desired public amenities and open spaces.
- (5) Development on the site should make it the focal point of community activities for and in the Back Bay/Uptown.

(6) The project should incorporate a mix of uses which integrates the diversity of existing district uses: commercial, retail, residential and visitor-related.

Related Recommendations:

General Program

*In order to ensure the project's financial feasibility — while providing for a quality development which incorporates a broad range of public amenities and open spaces — we believe the 26 acre site should accommodate approximately 1.7-2.0 million square feet of new development. This should be supported through the phasing of the development to ensure that build-out does not adversely impact the surrounding area, without disrupting the current uses on site, and to ensure that traffic access concerns are adequately addressed.

Retail

*The project must continue to recognize and respond to the Back Bay's current retail prominence in the City and use by visitors, residents and area employees. It must also be able to meet the City's retail needs into the twenty-first century. Therefore, we support a major addition of retail on the site either through the introduction of a major anchor and/or through smaller retail establishments.

*The retail mix should respond to the needs of current and projected users: visitors to the City, generally, and the 6,000 hotel rooms in the Back Bay and Hynes Auditorium use, specifically; the surrounding residential neighborhoods; and the growing on-site and off-site employee base.

Housing

*The project must respond to the City's desire for additional in-town living; the housing needs of a growing City population base; and the desire of employees to live close to work. Therefore, we support a major addition of residential development on-site. The housing mix should be as diverse as the needs generated by the project.

Office

*The project must provide for additional office growth in the Back Bay in recognition of the projected negative vacancy rate in the district by the 1990's. Therefore, the introduction of additional commercial space on-site is recommended.

Hotel

*Additional hotel development on-site should not be encouraged due to the substantial existing supply in the City and the priority of other uses (commercial, housing and retail) given the limit on build-out.

ARCHITECTURE AND URBAN DESIGN GOALS AND RECOMMENDATIONS:

(7) Project design should predominantly reflect the low to mid-rise scale of the Back Bay commercial and residential areas. However, the creation of a higher-rise tower(s) should not be precluded if it can: (a) be sensitively incorporated into project design so that it will not negatively impact surrounding neighborhoods or open space; (b) lower the overall ground-level density; and (c) provide for more useable open space and other desirable public amenities.

Related Recommendations:

*The project should provide for site reintegration into the Back Bay by making various connections, including:

- Open space connector which helps to link the existing Christian Science Center to Copley Square to the Boston Public Garden/Common.
- Connection to and reintegration of the site with Huntington Avenue and Boylston Street through re-design of project edges, the introduction of retail space and open/green areas.
- Integration of its edges with surrounding neighborhoods.

*The project should provide year-round indoor and outdoor gathering space for Back Bay civic events both existing (such as tree lighting at Christmas and square dancing in summer) and new active programming.

*The project should provide both useable and enjoyable indoor and outdoor, small and larger-scale public open spaces.

*New housing on the site's edges should be low-rise to reflect the scale of the surrounding neighborhoods and create an active center.

*The recladding of the existing office tower is not desirable as costs will outweigh benefits to be derived. Project financing could be better utilized to create public amenities and public spaces as well as to encourage the use of high-quality materials for all new buildings.

*The Boylston Street Streetscape Plan should be incorporated into site redevelopment and a similar plan created for the Huntington Avenue side of the project.

*Where feasible, the interior of the project should be evident from the streets to make a visual connection which provides for a feeling of safety and security and encourages interior use.

*Blank walls around the project should not be allowed and parking entrances and exits should not disrupt pedestrian flow. They should be visually screened, where feasible.

ACCESS GOALS AND RECOMMENDATIONS:

(8) Traffic generation and parking are critical concerns in the Back Bay. However, the opportunity to provide needed parking for area visitors, residents and businesses both now and into the future should not be lost.

Related Recommendations:

*The project should provide, as it does now, the necessary parking for its tenants and visitors as well as shared parking to the extent feasible for the surrounding businesses and residential communities. It should not, however, be held responsible for the mitigation of all present or future negative traffic impacts/problems in the Back Bay.

*Access and egress to the site should match the desired neighborhood traffic patterns.

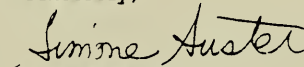
*The project should make sheltered, safe and clean connections to mass transit facilities to encourage the use of this transportation mode.

*The project should be encouraged to create innovative programs or approaches which encourage transit use and discourage single-occupancy vehicle usage.

*An eastbound connection to the Massachusetts Turnpike (and leading to the proposed Third Harbor Tunnel) should be encouraged. State and City transportation agencies along with the Massachusetts Turnpike Authority should jointly move forward to make the necessary infrastructure investment, and work together with Prudential as site development moves forward. However, in addressing this concern, redevelopment of the Prudential site should not be delayed.

In conclusion, we believe that redevelopment of the Prudential site can make a valuable contribution to the City as it enters the next century. The opportunity to encourage revitalization and renewal of this area into a well-designed and broadly-utilized commercial and residential site should not be lost.

Sincerely,



Simone Auster
Vice President,
Community Development

SA/tr

cc: Ronald Druker, PruPAC Representative
Michael Last, Chairman, Project Review Committee

CLAREMONT NEIGHBORHOOD ASSOCIATION



December 15, 1987

BACKGROUND

Since the formation of the PRUPAC in the Fall of 1986, the Claremont Neighborhood Association has received continuous status reports on the organization, goals and objectives of the PRUPAC. The Association considers the input of all PRUPAC neighborhoods vital to the formation and implementation of coherent, neighborhood-supported development guidelines for the redevelopment of the Prudential Center.

At the April 30, 1987 monthly meeting of the Association, Elliott Laffer, Vice-Chairman of PRUPAC, presented an in-depth review of PRUPAC's formation, goals and objectives. During the subsequent hour of open discussion, a series of Association-wide "Objectives," "Guidelines" and "Recommendations" were produced. To insure the maximum input by all residents of the Claremont Neighborhood, the material was tabled to the next monthly meeting on May 28, 1987. At that time, the material was presented, slightly modified and approved for transmittal to PRUPAC.

OBJECTIVES, GUIDELINES AND RECOMMENDATIONS

The Claremont Neighborhood Association position addresses the overall development criteria relating to the size of the redevelopment and mix of residential, retail and commercial uses by the technique of specifying "restraining limitations" such as set-back; requiring interior service areas only; an outward-facing design; a pleasant pedestrian environment; retention of the ring roads; a non-canyonization design; parking, and infrastructure neutral. Claremont believes that if these elements are properly implemented, the resulting design size and use mix will be within an acceptable range. Implicit in these limitations is a mix of residential, retail and commercial (without a hotel) space in approximately the same percentage as is currently present.

The Objectives, Guidelines and Recommendations which were developed in the open forums have been regrouped under the PRUPAC operating categories of Design, Transportation and Infrastructure. Within the Design category, three sub-categories of Use, Layout and Construction have been established by the Claremont Neighborhood to explain the "restraining limitations" desired by the Community to provide an acceptable design, size and use mix.

I. DESIGN

A. Use

The objectives of the redeveloped and newly added space should be:

1. Housing This should consist of 50% low and moderate units with the balance at market rates. There is no clear community preference between rental and condo units.
2. Businesses Retail stores should include a food store on Huntington Avenue, service and repair stores and a Woolworth-type, inexpensive general-merchandise store.
3. Commercial The proportion of commercial uses should remain roughly the same as the current ratio.

4. Active Central Focus There is a need for an area which will attract people and provide an active center to the development. The ice rink which was originally included in the 1965 Design should be built at last. (Note: Even Copley Place has an "active central focus" created by the waterfall.)
5. Hotel An additional hotel was not even considered by the Claremont Neighborhood Association.

There are no addition Guidelines or Recommendations.

B. Layout

The Objectives should be for a layout which is

1. Non-Canyonized in design both on the perimeters and within;
2. Maintains the Ring Roads;
3. Faces outward toward the abutting neighborhoods;
4. Fully Accessable to medical, fire and police vehicles and a
5. Pleasant Pedestrian Environment.

These Objectives should be met using the following Guidelines:

1. Open Space Designed for People;
2. Interior Service Areas Only;
3. Set Back of High Rises from Huntington Avenue (Set back on the Boylston Street side should be determined by the abutting neighborhood) and
4. Low Rise Town Houses should be placed on Huntington Avenue.

Claremont makes one specific Recommendation.

1. Retain and Redesign the Ring Roads.

C. Construction

1. The major Guideline is to use a phase time schedule to reduce disruption to all neighborhoods during the complete demolition and reconstruction period.
2. The major Recommendation is to use materials that harmonize with materials used in the Back Bay, St. Botolph and Fenway neighborhoods.

The tendency to design the redevelopment as an isolated island, urban monument must be avoided at all costs.

II. TRANSPORTATION

The Claremont Neighborhood Association's Transportation Objective is for a neutral impact situation on access and parking. To achieve this two major items must be accomplished.

- A. Eastbound Turnpike Access must be created so that all PRU traffic does not use routes in or near any of the In Town Neighborhoods.
- B. Parking Spaces for All Contemplated Residents and Customers of the newly renovated Prudential Center.

III. INFRASTRUCTURE

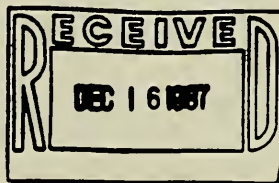
The only Objective of the Claremont Neighborhood Association relating to Infrastructure is a neutral impact. There is strong feeling that without a neutral impact there should not be redevelopment.

ELLIS NEIGHBORHOOD ASSOCIATION, INCORPORATED

Post Office Box 961, Back Bay Annex, Boston, MA 02117

15 December 1987

PRUPAC
Mr. Barry P. Pinciss
22 Cumberland Street
Boston, Massachusetts 02115



The Ellis Neighborhood Association believes that any additional development of the Prudential Center Site should not cause any adverse effect to our neighborhood or it's residents. We feel however that any new development is an opportunity to improve upon some of the present problems at the Prudential Center. Our greatest concerns at this time are:

1. Traffic and Parking
2. Pedestrian access to the site and Back Bay
3. The lack of relationship in character between the site and the surrounding neighborhoods

The following preliminary comments regard some of the issue that we feel need to be adressed.

I. Traffic

- a. provide direct access to the site and parking from the Mass Pike thereby bypassing the surrounding city streets.
- b. provide, if possible, direct access from the site and parking to the Mass Pike westbound.
- c. provide for no increase in South End traffic.

II. Parking

- a. parking facilities should be increased proportionately to new development on the site.
- b. provide more short-term parking for the supermarket.
- c. provide retail stores customers a discount validation on parking to foster parking on site rather than on city streets.

III. Pedestrian Access

- a. accessibility to the supermarket should be provided from both sides of the site.
- b. redesign pedestrian circulation to mitigate the "climb over the Pike".
- c. improve pedestrian links between the South End and Back Bay by weaving together the city grids with "pedestrian boulevards". The configuration of these boulevards should be relatively direct and laid out in such a way that a pedestrian can easily identify exits available.
- d. clarify and improve configuration of Huntington Avenue to reduce highway appearance and improve pedestrian access from the south side of the site.
- e. Provide access from Harcourt Street to the footbridge between Copley Place and Prudential Center. The Prudential side of the footbridge should then have a direct link into the new pedestrian system.
- f. remove walls at edges of site.
- g. a direct link from the MBTA station to the Center should be built.

IV. Scale

- a. The Boylston Street edge should be consistent in character to the remainder of the street. The height should not exceed present IPOD Guidelines.
- b. The Huntington Avenue edge should present a less monumental and more user-friendly scale. The height should not exceed the present height of the Colonnade Hotel.
- c. New development in the heart of the site should be lower in scale than the existing buildings (primarily lowrise with minimal midrise development) and composed in a way to help reduce the present effect of isolated and random buildings.
- d. No skyscrapers shall be allowed.

V. Design

- a. Design of new structures should be harmonious with neighboring structures
- b. Neighborhoods shall be involved in subsequent design reviews.

VI. Outdoor Space

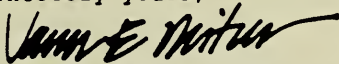
- a. Outdoor spaces should active, safe, protected from wind, sunny and well lit space that foster activity. Such spaces might have ice skating, ampitheatre, outdoor dinning, etc. to help promote pedestrian life on the site. An example, Rockefeller Center in New York.
- b. Development of an outdoor space along the Belvidere Street side of the site should create a link to the outdoor space of the Christian Science Center.

VI. Uses

- a. Increase size of existing supermarket.
- b. retail uses along the edges of the site should support the residents of the surrounding neighborhoods.
- c. No large scale retail enclosed mall.

Let me reinforce the fact that these are only a list of our present concerns and not guidelines regarding the development of Prudential Center. As the process proceeds, there will probably be more specific issues that arise (i.e. magnitude of the project, architectural and urban design issues, effect on the infrastructure. etc.) which will have to be adressed as they arise as part of this on going process.

Sincerely yours,



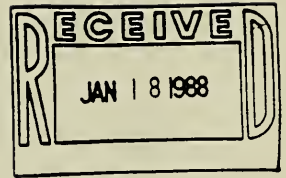
James E. Deitzer, Chairman
Architecture and Planning Committee

cc: M. Peregon

FENWAY CIVIC ASSOCIATION

P. O. BOX 435

BOSTON, MA 02123-0435



Boston, Ma

January 14, 1988

Mr. Barry Pinciss

Prudential Project Advisory Committee

22 Cumberland St.

Boston, Ma 02115

Dear Barry:

The Fenway Civic Association has addressed their concerns regarding the plans to change the Prudential Center.

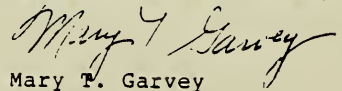
In our judgement the reconstruction at the Prudential site will be major and will effect our neighborhood's everyday living for years to come.

We are pleased that the need for change has become evident to the Prudential Insurance Company but we think that mistakes of the past would not necessarily be eliminated and as a matter of fact might even become compounded.

In order to avoid potential problems or misunderstandings, we submit the attached papers. We do insist that our proposals without an ongoing neighborhood Pru-Pac with administrative, technological and financial support, will be a waste of time.

It is most important that the community be involved in all facets of all construction decisions that will effect our quality of life.

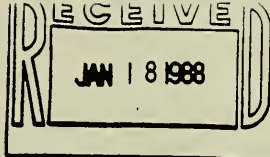
Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Mary T. Garvey".

Mary T. Garvey

President

Fenway Civic Association

TRAFFIC

INCREASED COMMUTER PARKING IS NOT ACCEPTABLE. APPROPRIATE MASS TRANSIT AND SHUTTLE BUS CONNECTORS SHOULD BE USED TO DISCOURAGE AUTOMOBILE COMMUTERS.

INCREASED NEIGHBORHOOD TRAFFIC VOLUME GENERATION WILL NOT BE ACCEPTABLE. CHANGES IN THE PRU AREA MUST PROVIDE FOR A MASS TURNPIKE ENTRY AND ALSO EXIT RAMPS TO ACCOMMODATE INCREASED TRAFFIC DEMAND.

TRANSPORTATION

PUBLIC TRANSPORTATION SHOULD BE UPGRADED,, INCLUSIVE OF BUT NOT LIMITED TO SERVICE, SECURITY, SUBSIDIES AND AMENITIES TO ATTRACT COMMUTERS IN ADDITION TO ENHANCING ACCESS TO THE CENTER.

HOUSING

INCREASE THE AVAILABILITY OF AFFORDABLE HOUSING IN
PERPETUITY FOR A VARIED INCOME RANGE FOR EXISTING
NEIGHBORHOOD RESIDENTS.

ARCHITECTURAL BARRIERS

DEVELOPMENT MUST BE HANDICAPPED AND ELDERLY ACCESSIBLE.

PROJECT DESIGN SHOULD APPROPRIATELY FIT WITHIN THE
CONTEXT OF THE NEIGHBORHOOD AND NOT BE SELF-ISOLATING.

PROJECT DESIGN SHOULD BE COMPLIMENTARY TO THE NATURAL
ENVIRONMENT, WITH OPEN LANDSCAPED PEDESTRIAN WALKWAY AND
COMMERCIAL SPACES HAVING FRONTAGE ONTO BOYLSTON ST. AND
HUNTINGTON AVE.

BUSINESSES

AT LEAST 15% OF THE NET LEASABLE COMMERCIAL SPACE SHOULD BE SET ASIDE FOR SMALL COMMUNITY SERVING BUSINESSES.

- (1) SUCH TENANTS SHOULD BE OFFERED STANDARD LEASE TERMS.
AND SUBSIDIZED LEASE RATES.
- (2) THE SUBSIDIZED COMMERCIAL SPACE MUST NOT BE
DISPROPORTIONATELY LOCATED IN LOW-FOOT TRAFFIC AREAS.

THE STAR MARKET OR A COMPARABLE SUPERMARKET CHAIN SHOULD BE PERMITTED TO OPERATE DURING CONSTRUCTION. THE SITE SHOULD ALWAYS ACCOMMODATE A QUALITY SUPERMARKET CHAIN.

THE NEIGHBORHOOD ALSO REQUESTS A RETURN OF A FIVE AND DIME STORE TO THE AREA.

CHILD CARE

A PRESCHOOL CHILD CARE CENTER SHOULD CONTINUE AT THE SITE WITH:

- (1) SERVICES TO BE OFFERED TO NEIGHBORHOOD RESIDENTS AND PRU CENTER WORKERS.
- (2) ADDITIONAL CHILD CARE CENTERS SHOULD BE ESTABLISHED TO MEET ADDITIONAL DEMAND, TO ACCOMMODATE AT LEAST 50% PRU SITE EMPLOYEE CHILDREN AND 50% AREA RESIDENTIAL NEIGHBORHOOD CHILDREN PER YEAR.

BUILDING CONSTRUCTION

VARY BUILDING SIZE TO MINIMIZE THE WIND TUNNEL EFFECT IN AND AROUND THE PRUDENTIAL AREA.

BUILDINGS ON THE EDGES OF THE SITE SHOULD BE CONSISTENT IN HEIGHT AND MATERIAL WITH THE NEIGHBORHOOD THEY ABUT.

BUILDINGS IN THE MIDDLE OF THE SITE SHOULD BE VARIED IN HEIGHT WITH NONE EXCEEDING 120', NO TOWERS OR BUILDINGS EXCEPTED.

SUITABLE MATERIALS SHOULD BE USED THAT ARE HARMONIOUS BUT NOT THE SAME THRUOUT THE PROJECT.

NO HOTEL SPACE SHOULD BE ADDED TO THE AREA.

EMPLOYMENT AT THE CENTER SHOULD BE BASED ON E.E.O. GUIDELINES WITH NEIGHBORHOOD PREFERENCE.

THAT A PLAN BE WORKED OUT WIH THE RESIDENTS OF THE PRUDENTIAL CENTER TOWERS TO MINIMIZE THE ADVERSE IMPACTS OF CONSTRUCTION.

THERE SHOULD BE NO PERMANENT ALTERATIONS IN THE CHARACTER OF THE WATER TABLE DUE TO CONSTRUCTION AND THERE SHALL BE NO SETTLING OR SHIFTING OF ADJACENT PROPERTIES DURING CONSTRUCTION.

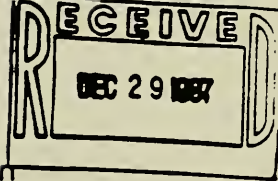
HEARINGS

ANY NEW LICENSES, HEARINGS AND STUDIES SHOULD INCLUDE REPRESENTATION FROM SURROUNDING NEIGHBORHOODS...SUCH AS: WIND TUNNEL STUDIES, LIQUOR LICENSES AND ARCHITECTURAL BARRIERS HEARINGS, ETC.



fenway community development corporation

p. o. box 127
astor station
boston, ma. 02123



POSITION STATEMENT ON DEVELOPMENT CRITERIA FOR PRUDENTIAL CENTER EXPANSION

December 21, 1987

HOUSING

The mix of uses in the development should reflect a strong housing emphasis. The more space devoted to housing use, particularly as opposed to office use, the less onerous the likely impact of the project on surrounding neighborhoods, particularly in terms of housing displacement and traffic pressures.

The impact of the development should be to result in a net increase in the supply of low- and moderate-income housing on-site and in surrounding neighborhoods. The developer must bear the responsibility of preventing any secondary displacement that might result from the development, and ensuring that any new housing needs created by the development are addressed for a full range of income groups. This net new affordable housing requirement should be achieved by a combination of development on-site and support of low- and moderate-income housing development and preservation activities in surrounding neighborhoods that will be affected by the project.

In order to determine what overall level of low- and moderate-income housing development and preservation must be achieved to result in a net increase in low- and moderate-income housing in the development's impact area, a comprehensive housing impact study must be undertaken. This study should estimate impacts of the project on housing stock in surrounding neighborhoods under different development scenarios. The study would look at the number and characteristics (income, family size, etc.) of persons likely to work in the project under the different development scenarios, the percentage of these that would be likely to live in surrounding neighborhoods, their housing preferences, and the impact of their entry into the local housing market on such factors as rents, sales prices, and the rate of condominium conversion. An estimate of the loss of low- and moderate-income units under different scenarios absent any intervention would then need to be made. The number of units that would have to be developed or preserved as part of the project would have to exceed those estimated to be lost under whatever development scenario is ultimately selected.

The impact area for the purposes of the study should include at least the following neighborhoods surrounding the development: the current Prudential Center Apartments, Fenway, Back Bay, Beacon Hill, Bay Village, South End, St. Botolph St., Lower Roxbury, Mission Hill, Audubon Circle, and Kenmore Square.

Support for low- and moderate-income housing by the developer could come in one of three forms:

- o **on-site development:** the developer should be required to set aside a minimum of 10% of the housing units constructed on-site for low- and moderate-income housing. This should include both low- and moderate-income units, and opportunities for a mix of household types, including families with children.
- o **assistance to non-profit housing developers:** The developer could provide assistance to community-based and other non-profit housing developers working in surrounding neighborhoods, which combined with other available housing programs, resulted in the development and preservation of low- and moderate-income units. This assistance could be provided in a number of forms, including pre-development loans, long-term mortgages at favorable rates, equity investments, and grants.
- o **off-site development or preservation directly by the developer:** For impacted neighborhoods in which there are no community-based or other non-profit organizations with sufficient housing development capacity, the developer could elect to meet some of the affordable housing requirement by directly undertaking the purchase, rehabilitation, or new construction of housing. To the maximum possible extent, these projects should be undertaken in partnership with community-based organizations in order to strengthen their development capacity. Some mechanism would have to be developed to ensure that the units remained affordable to the same income groups for a long period of time (at least 25 years).

Decisions about the neighborhoods in which locate off-site low- and moderate-income housing should be based on a number of neighborhood factors, including current costs and physical attributes of housing stock, the extent of acquisition, rehabilitation and new construction opportunities, and the relative impact of the development on current neighborhood residents.

Both on- and off-site housing should be designed to ensure racial diversity.

"Low-income" housing must be affordable to households earning 50% or less of City of Boston median income; "moderate-income" housing must be affordable to households earning 80% or less of the city's median income. Determinations of affordability should be based on a maximum 30% of gross household income devoted to rent/mortgage payments, property taxes, and utilities.

RETAIL SERVICES

Retail services provided in the development should serve a variety of needs. The mix of retail services should include a substantial amount of services oriented to surrounding neighborhood residents of all income groups. If necessary, retail rents should be skewed to provide lower rents for neighborhood-oriented retailers. Storage space for large inventory retail stores should be provided at affordable rates. A market study should be undertaken to determine what retail services are in demand in surrounding neighborhoods.

JOBS

Hiring for both construction jobs and permanent jobs should at a minimum meet the targets set in the City's resident jobs policy. Construction and permanent employers should also comply with the reporting program of the Boston Civil Rights Coalition. In addition, an aggressive affirmative hiring program aimed at residents of surrounding neighborhoods should be undertaken on a permanent basis. This will involve notification of job availability to community-based organizations, in neighborhood newspapers, and through other appropriate vehicles. An office should be established by the developer to monitor compliance of contractors and tenants with hiring requirements. The developer should provide this office with staffing and other funding as necessary.

TRANSPORTATION AND PARKING

The development should not result in a net increase in traffic volumes on surrounding local streets. To discourage additional commuter traffic, any additional parking built as part of the development should be made available to residents and shoppers only. In addition, all existing parking reserved for residents should be preserved.

Extensive measures should be taken to develop means of access to the site which will not increase automobile traffic. These include increases in MBTA capacity (especially the Green Line), use of carpooling, and use of flex-time by employers within the development. Public transportation must be the primary way for commuters to reach the Center, and amenities and subsidies for such commuters must be provided to encourage use of public transportation. Tunnels or covered walkways from the development to nearby T stations should be constructed if technically feasible.

PUBLIC AMENITIES

The development should be designed to include public amenities available to residents of surrounding neighborhoods. Such amenities could include landscaped parks, low- or no-cost recreational facilities, and/or community meeting space. Community organizations should be consulted to determine public amenity needs and to provide feedback on the design of specific amenities.

Space should be made available for affordable daycare services for low- and moderate-income families. Space should be rent-free for non-profit daycare providers who target low- and moderate-income families. These services should be marketed to persons working and living in the development as well as residents of nearby neighborhoods. Surveys should be undertaken to determine demand for these services.

The development should be designed to provide opportunities for displays and performances by local visual and performing artists.

OFFICE SPACE

A portion of the office space should be rented at Class B rates for startup businesses owned by low-income entrepreneurs, with priority given to minority and women-owned firms.

ENVIRONMENTAL IMPACTS

In order to minimize the demands of the project on existing electric utility capacity and avoid the high marginal cost of developing additional capacity, the major portion of the new development's energy needs should be provided on-site through solar energy and other forms of alternative energy. Such on-site systems have been demonstrated to be both economically and technologically feasible. Energy-conserving materials and design should be used to the maximum extent feasible to minimize additional energy use.

There shall be no permanent alterations in the character of the water table due to construction, and there shall be no settling or shifting of adjacent properties during construction.

All environmental impacts of the development shall be measured and, wherever detrimental impacts occur, those affected shall be adequately compensated.

DESIGN ELEMENTS

The design of the project should be consistent with the housing, traffic, environmental, and other objectives articulated above.

The design should maximize integration of the development with the surrounding environment. This should involve improved pedestrian access to the site, including walkways from Dalton Street to Copley Place and from Huntington Avenue to Boylston Street.

Existing "dead space" fronting on Boylston Street and Huntington Avenue should be replaced with more active uses. This should include a combination of low-density buildings housing retail uses, pedestrian corridors, and public parks or plazas.

CONSTRUCTION IMPACTS

A plan should be developed to minimize negative impacts on housing costs in surrounding neighborhoods during the construction phase. This should include a housing plan for non-local construction workers which ensures geographic diffusion of housing demand among these workers.

LEASING POLICIES

All lessees shall be required to sign a pledge of non-discrimination in employment covering all groups protected under the Boston Human Rights Ordinance.

All lessees shall be prohibited from selling any items produced in South Africa until that country's apartheid system is eliminated.

MONITORING

All commitments by the developer regarding provision of community benefits and mitigation of community and environmental impacts should be monitored by a permanent committee composed of representatives of civic and community development organizations in surrounding neighborhoods. The committee should have advisory powers to the Boston Redevelopment Authority. The developer should provide funding for any administrative costs incurred by the committee. Violation by the developer of any agreements reached with the City regarding community benefits or impact mitigation should result in monetary penalties under the 121A agreement.

THOMAS F. BROWN

JAMES B. CONLEY
PATRICK J. CATALANO
ROBERT E. BANKS

RICHARD F. GODINHO

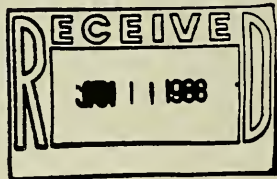
Local 7

AFL - CIO.

35 TRAVIS STREET, P. O. BOX 210 • ALLSTON, MASSACHUSETTS 02134 • TELEPHONE 817-254-7542 / 254-7543

7 JAN 1988

Prü PAC
BARRY P. PINCISS
22 CUMBERLAND STREET
BOSTON, MA 02115



DEAR BARRY:

AS BEING A PRUPAC MEMBER AND SITTING AT THE MEETINGS I AM WRITING A SHORT LETTER EXPRESSING MY VIEWS AND CONCERNS OF THE DEVELOPMENT OF THE PRU CENTER.

THE PRESENTLY DRAFTED PLANS ARE ADEQUATE TO CORRECT THE CURRENT PROBLEMS
CONFRONTING THE START OF THIS PROJECT.

AS A BUILDING TRADES LABOR REPRESENTATIVE THIS PROJECT WILL CREATE SEVERAL THOUSAND JOBS FOR THE CONSTRUCTION WORKER AND THESE CONSTRUCTION JOBS WILL ALSO INCLUDE A GREAT NUMBER OF PEOPLE WHO LIVE IN THE AREA ALLOWING THEM TO LEARN, GOOD PAYING, TRADES THAT WERE NOT AVAILABLE TO THEM BEFORE THE START OF THIS PROJECT.

UPON COMPLETION, PERMANENT EMPLOYMENT WILL BE AVAILABLE FOR HUNDREDS OF AREA RESIDENTS AND OTHER PEOPLE AT ALL LEVELS.

THE RESULTS FROM THIS PROJECT WILL UPGRADE AND BEAUTIFY THE NEIGHBORHOOD;
RAISE THE STANDARD OF LIVING, MAKING IT A BETTER PLACE TO LIVE IN; ATTRACT NEW
BUSINESSES TO START AND LOCATE; AND GENERATE NEW TAX DOLLARS THAT WILL SUPPORT
THE AREA AND HELP EASE THE BURDEN ON THE CITY.

THIS PROJECT WILL BE A GREAT ASSET TO ALL CONCERNED.

SINCERELY,

James B. Conley
JAMES B. CONLEY

JAMES B. CONLEY
LABOR REPRESENTATIVE

JBC/pf

DECEMBER 15, 1987

PRELIMINARY POSITION STATEMENT

The Boston League's involvement with the Prudential project stems from our agreement to coordinate and to moderate a forum on Prudential's development proposal. Although the planned forum did not take place, the controversy surrounding Prudential's plans caused us to renew our call for an orderly and inclusive approach to project review.

Boston League members have served as chairwomen of the Park Plaza Citizen's Advisory Committee and of the Copley Place Coalition, service which underscores our support for a cooperative method of project review in order to avoid confrontation and struggle. Along with experience in agreement making, the League has positions in a broad range of public policy areas to guide our decisions. Some background on our organization will explain our interest in public policy issues that affect the quality of urban life.

INTRODUCING LEAGUE POSITIONS

The League is a nonpartisan, nonprofit, grass roots organization. Through the state and local Leagues (99 in the commonwealth) and through the national organization, League members take action on local, state, and national issues. Founded in 1920, the League is best known for voter services developed in its early years. Candidates' nights, public forums on ballot questions, voters guides on candidates, and voter registration campaigns are now established traditions of the political process.

While voter service is a high priority on the League's agenda, it is only one of the ways members turn their concerns into action. League positions on issues are the product of study at the national, state, and local level and represent member agreement on specific recommendations. Frequently, League interest in an issue results in the introduction and passage of legislation that turns our position into law or leads to the defeat of legislation counter to our goals. Above all, the leading commitment in the League's program is to promote open, accountable, and responsive government, assuring opportunities for citizen participation in decision making. Accordingly, we are pleased that citizen participation is an integral part of the planning and project review process for the proposed Prudential development, and we are equally pleased to serve on the PruPAC.

From as far back as the 1920s and the 1930s, when the League studied the Tennessee Valley Authority, we have built broad national positions on water, air, waste management, land use, and energy. During the 1960s and the 1970s, the League was a leader in the effort to win passage of a body of environmental legislation, including the Clean Air Act, the Clean Water Act, and the Safe Drinking Water Act. Ever since enactment of these and other environmental laws, we have worked for development of

effective regulatory programs, encouraged active citizen participation in every aspect of program development, and monitored program implementation. State and local League positions on housing, community and economic development, transportation, and the property tax strengthen the comprehensive national program, enabling members to work for a range of urban policy issues at every level of government.

DISCUSSING THE CONTEXT OF CONCERNS

The booming Massachusetts economy prompted the League of Women Voters to adopt a two-year Action Focus, calling on local Leagues to evaluate the impact of growth on the commonwealth's cities and towns. We learned the Massachusetts miracle is stimulating growth so rapidly that many communities cannot handle growth-related pressures. For example, Boston is struggling with severe traffic congestion, unhealthy air, the dirtiest harbor in the nation, a shortage of affordable housing, and a solid waste disposal problem, to name a few pressing issues.

The same concerns that caused the League to examine growth-related problems here are spurring a national growth-control movement. The changing political view of development in the commonwealth and elsewhere matches the changes in cityscapes all over the country. People are wondering whether boom times are better times as services lag behind expansion and environmental degradation and depletion of our natural resources threaten to turn The American Dream into a tragic and costly nightmare.

Polls consistently show Americans feel environmental problems are a real threat to them. What is more, surveys show the public's definition of environmental problems is moving away from endangered wild life and from the protection of wild places. Now, issues strike very close to home: toxic wastes, dirty air, contaminated drinking water, overcrowding, garbage disposal, and traffic. Opinion surveys on anti-development sentiment nationwide indicate more Americans are willing to sacrifice traditional pocketbook concerns to continuing environmental improvements.

Traffic and other density-related problems are providing the momentum for the anti-development sentiment in the commonwealth and across the nation. In California, the land of sprawl and freeways, communities are adopting measures to restrict growth. Some municipalities have put a stop to new construction, and others have sharply limited it. Dover, New Hampshire has imposed a moratorium on applications for new housing projects. After years of traffic jams, the voters of Fairfax County, Virginia defeated pro-growth members of the county board of supervisors. In Massachusetts, we have heard calls for development moratoriums from Barnstable County, from Newton, and from Framingham.

We have heard challenges to the bigger-is-better notion of development from many concerned Bostonians in recent years. Preservationists, design professionals, environmentalists, housing advocates, neighborhood groups, and others have raised serious issues: destruction of the city's architectural character; environmental pollution; traffic congestion; displacement of low- and moderate-income residents; exodus of families with children; and public alienation and withdrawal from the physical environment. While the cost of development has been the sin that dare not speak its name in Boston, concerned citizens are beginning to ask: Who pays for growth? How much does Boston's building boom really cost taxpayers?

Although our City Hall frequently cites tax revenue, jobs, linkage money, and otherwise unaffordable public amenities as justification for large-scale development projects, few residents believe that a primary concern of developers is to increase the city's tax base while simultaneously curing its unemployment problems. If growth made financing government easier, Boston would be the most fiscally robust city in the commonwealth. The fact is unbridled growth can be fiscally destabilizing to a community whose property tax is capped.

True, growth creates some jobs; growth increases the market for local goods and services; and growth financially rewards the owners and developers of projects. But taxpayers must pay for these benefits. We tend to overlook, and tax base expansionists fail to mention, the fact that the city must provide services for every property that is added to the tax rolls. Moreover, the cost of delivering those services is often greater than the revenue generated, perhaps not a first, but down the road. We must remember that the tax process is not a straight-line route from taxpayers' pockets to city coffers. The real tax trail runs from the taxpayer, to government, to services to taxpayers. Washington used to pay for many municipal services, but federal grants to cities have dropped to less than 10 percent of cities' revenues from 25 percent before the Reagan years.

Services are expensive in Boston because the city is densely populated and difficult to protect, to repair, and to keep clean. We have more residents in need of essential human services than other communities, and we have more traffic, crime, and fires to handle. If the cost of public services or the number of taxpayers and nonresidents requiring services rises faster than the total amount of taxes that government is allowed to collect from the taxpayer, the level and quality of the services will decline.

RECOMMENDING PRUPAC ACTION

What does the fiscal equation have to do with review of the Prudential project? Simply this: People are worried about growth outstripping service delivery, longtime neglect of infrastructure, traffic congestion, and huge bills, such as those coming due on ratepayers for the cleanup of Boston Harbor. The League thinks that if City Hall touts tax revenue as the justification for development, then the fiscal impact of the Prudential project or any other proposal should be considered along with all other anticipated effects of building. An assessment of Prudential's fiscal impact will round out the total project picture and enable PruPAC members to make judgments based on a good faith effort to gather and evaluate all relevant data.

For the long term, we urge the PruPAC to include among its final recommendations a request that the city adopt a growth-management strategy to ensure that development does not exceed Boston's physical and financial ability to support it. Residents must feel confident that city government has their best interests at heart and that it takes seriously its responsibility to balance public and private interests. Frequently, the Boston Redevelopment Authority seems to be the handmaiden of development, allowing the city's desire for tax revenue, linkage, and other project-generated benefits to distort the review process.

A growth-management plan will safeguard the integrity of the review process by providing for controlled growth at rates projected on a number of key variables, such as the state of the economy, levels of essential services, capacity of roads, waste disposal and other infrastructure, and the market for developers in various sectors of the real estate industry. The League thinks the PruPAC is an appropriate voice to call for this much needed planning tool.

In the short term, we must make progress on the drafting of guidelines for the Prudential project. This is a complex task, requiring the calculation of many bottom lines. In so doing, we must be on guard that information gathering does not become an end in itself. In order to narrow the gap between fact finding, thinking, and action on the guidelines, we think it would be useful to take another look at Prudential's proposal. Looking at the proposed project in a politically uncharged atmosphere will provide the opportunity to:

1. Inventory program and design concepts for acceptability.
2. Identify some of the more promising ideas.
3. Collaborate with the developer to turn promising concepts into acceptable project elements.

4. Identify unacceptable program and design concepts.
5. Invent options to advance respective interests within disputed areas of program and design.

We are troubled that the PruPAC seems to be bogged down, and we are worried that shortsightedness might be sapping creative energy. We must guard that the self-concern of individual PruPAC representatives does not lead to locked-in positions and one-sided solutions. By identifying constituent and Prudential shared interests and by agreeing on areas of disagreement, perhaps we can revitalize the advisory process. Breaking up the task into smaller units will make it more manageable and will encourage progress.

As we move into another year of the advisory process, we credit the able, efficient leadership of our chairman and vice chairman for our progress to date. Understanding the burdens of leadership and the personal sacrifices required of volunteers, we recommend passing the responsibilities of leadership to new officers. With fresh people to renew our collective energy, we will continue to advance toward our objective.

SUMMING UP LEAGUE THINKING

The League believes that land ownership, whether public or private, implies responsibilities of stewardship. Decisions about development must respect public and private interests, giving careful consideration to a broad range of social, environmental, and economic factors. We are strongly committed to our positions on public policy issues that affect the quality of urban life and will weigh the proposed Prudential project against those positions.

The city's fiscal health need not mean growth at any price. Boston has an orderly architectural heritage to inspire responsive and rational development, but we must raise our current sights. Private investment shapes cities, but public policy shapes private investment. Developers and citizens with a broad vision of city making and urban betterment can temper growth with an informed awareness of urban quality. The Prudential advisory process holds the promise that a sustained, cooperative citizen and developer effort will produce planning guidelines whose unity of program and of vision will steer an architectural solution that will reflect well on both the city and the Prudential.

December 16, 1987

Francis X. Joyce
Executive DirectorVIA FEDERAL X-PRESS

PruPac
c/o Mr. Barry P. Pinciss
22 Cumberland Street
Boston, Massachusetts 02115

Dear Mr. Pinciss:

You have asked for a statement of the views of the Massachusetts Convention Center Authority relative to contemplated development at the Prudential Center.

We are in general agreement with the views of PruPac participants stated in the attachments to the Prudential letter dated December 7, 1987 -- with a few strong exceptions: For example, the proposed guideline that development should be consistent with identification of Boston as "a Yankee city . . . (and) a Puritan city . . . " is, at best culturally myopic.

I shall spare you a dissertation on the scarcity of black, Jewish, Irish, Italian, Hispanic and Asian Yankees -- and the proud ethnicity of many of Boston's old neighborhoods. But to the extent it may be appropriate and feasible to portray a city's collective persona in steel and stone, our Yankee heritage should be deemed only one of its important elements.

Aside from that observation, the suggestions in the position papers I have referenced, as well as those set forth in attachments to your letter dated December 11, 1987, all seem worthy of your consideration. To avoid redundancy, I shall limit our submission to a brief statement of additional concerns on the part of the Authority:

We believe there is a particular mutuality of interest between the purposes of the Authority and those of Prudential Center. The ultimate character of Prudential's development can greatly enhance our efforts to attract conventions to Boston. Reciprocally, the Authority's ability to bring large numbers of monied men and women within the physical shadow of Prudential Tower will be of no less importance to the viability of the stores, shops, restaurants or other commercial services essential to the success of any development of Prudential Center.

The quality, variety and proximity of such facilities, augmenting other commercial services proximately offered, will, itself, be attractive to prospective conventioners. We are confident Prudential will approach this aspect of its development with appropriate sensitivity.

-continued-

Continuing the environmentally-controlled walkways that now begin at the Westin Hotel, link Copley Place and the Marriott Hotel, and end in front of the "Little Pru" on Huntington Avenue, is of vital importance. If this network is extended directly to the new Hynes and the adjacent Sheraton-Boston Hotel, it will:

(a) provide great convenience to the hundreds of thousands of delegates and visitors to the Hynes, insulating them from the vicissitudes of weather and vehicular traffic;

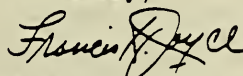
(b) direct pedestrian traffic throughout the entire complex, advantaging all commercial services and making available more than 5,000 hotel rooms within a ten minute walk -- 3,200 of them under one roof!

The parking issue is, of course, most critical. Even though our emphasis will be on attracting national and international groups, large regional groups -- such as Yankee Dental Congress -- will bring hundreds of vehicles into the area. Handbills distributed by Prudential garage operators warning "regular" customers to get to work early on certain dates because the Yankee Congress will be at Hynes, reveal an awareness of the potential difficulties ahead if provision is not made to meet them.

Both Prudential and the Authority are, of course, business operations, and my comments have been addressed primarily to that end. However, we both share, as I know you will agree, a substantial obligation to the neighborhood in which we are situated. It is essential that we pursue our respective and shared business interests so as to be assets to the community, physically and as participants in efforts to preserve the ambiance of the area. I assure you the Convention Center. Authority will not lose sight of that obligation, and I am confident it will be reflected in all aspects of the Prudential development plan.

We appreciate this opportunity to bring our concerns to your attention and to offer suggestions we believe consistent with the interests of Prudential as well as those of the Authority. Obviously, those aspects of the development that advantage both Prudential and the Authority necessarily will serve the interests of the City, the Commonwealth and the public.

Sincerely,



Francis X. Joyce
Executive Director

THE NEIGHBORHOOD ASSOCIATION OF THE BACK BAY, INC.

SPRING 1987 DRAFT NABBS PROPOSAL FOR PRUDENTIAL DEVELOPMENT

Officers:

Paul Demakis
Chairman
James Quilly
President
Elizabeth Cassleman
Vice Chairman
Deborah Bangs
Vice President
John O'Connor
Secretary
John Webb
Treasurer

Directors:

John Akak
James Bhandari
Richard Benley
John Beckley
John Bronberg
Arlene Castellani
Alfred Cole
John Collier
Arlene Crawford
Robert Del Col
John Duffley
Arlene Finnegan
Joseph Gaudreau
John George
John Gooltry
Virginia Hall
William Hicks
Armen Johnson
John Knox
Shirley Kumins
Robert Lafter
John Logan
Robert MacArthur
Lloyd MacDonald
Ed Maurer
Cindy Pannebaker
Peter Papenich
Arlene Philbin
John Pinnelle
Susan Pinnelle
Laureen Ramsey
Arlene Rothman
John Runyon
Arthur Stavardis
John Swanson
John Thayer
John Trafford
John Ullman
John Wolfman

Administrative
Coordinator:
David Novak

I. Major Goals

- A. New construction will be 80% residential, will be limited to one million square feet and will have a height limit of 155 feet.
- B. The completed Project will cause no increase in traffic or parking in neighboring residential communities.
- C. The Project as a whole will serve as a magnet for on-site and surrounding residential communities rather than for suburban or out-of-town visitors.
- D. The Project will relate to neighboring residential communities in terms of:
 1. Building massing around the perimeter
 2. An absence of visual and physical barriers or blank walls around the perimeter or on internal pedestrian streets.
 3. Clearly defined pedestrian streets connecting the Back Bay and South End neighborhoods
 4. Sunlit, open green space, screened from wind, which will attract use by all age groups and many interest groups.
 5. Public safety in terms of fire protection, street crime, etc.
 6. Retail oriented to residential needs.

II.

Traffic

Goal: The volume of traffic through the residential neighborhoods surrounding the Project will not be increased over present levels.

- A. No vehicular exits from the Project may feed onto Back Bay cross streets (i.e. Fairfield or Hereford).
- B. No vehicular entrances to the project may draw from Back Bay cross streets (i.e. Exeter or Gloucester).
- C. No curb cuts for vehicular exits may cross pedestrian walkways and sidewalks.
- D. Off-site commuter parking must be developed at appropriate public transportation terminals. (e.g. North and South Stations.)
- E. City required levels of new parking must be set aside within the Project for the use of Project residents.

III. Environmental Characteristics

- A. Open Spaces: parks, spaces between buildings, and pedestrian walkways

Goal: Urban green space of excellent design will be integral to the overall plan for buildings, walkways, and other structures

1. Open spaces in the final project must be located in the areas which receive the most sunlight on the project site as it is presently constructed. Large portions of parks and walkways in the final Project may not be situated in shadows cast by the new construction.

2. Open spaces must be situated alongside pedestrian walkways.

- B. Wind control

Goal: Greatly reduced wind at ground level throughout the Project will be achieved by means of purposeful and effective planning and construction.

- C. Pedestrian Streets

1. The placement of new construction must allow for pedestrian streets which connect the Back Bay and South End neighborhoods. At least two north-south and two diagonal pedestrian streets are needed.

2. Pedestrian streets must be relatively direct (i.e. must not take awkward turns around buildings placed in their way) and must be laid out in such a way that the person on foot can readily identify the exits available.

3. Access roads for fire fighting equipment and ambulances may double as pedestrian walkways.

4. Pedestrian streets must be well lit, active spaces which include a variety of interest points thus drawing the pedestrian to their use. Such interest points might, for example, include recreational areas (e.g. playground, an ice rink, picnic-style seating), small scale retail shops in limited quantity, and indoor gardens. There is strong community support for environmentally controlled space which will serve as a neighborhood gathering/recreational place in all seasons.

5. Some means of mitigation against the severe wind created by the existing tall buildings must be provided for these pedestrian streets, whether this be a system of baffles, enclosed sections or some other means. Enclosed areas should be convertible to open air during fair weather conditions.

6. Pedestrian streets as described above are not to be construed as synonymous with large, enclosed retail malls which may, as one feature, include indoor garden areas.

IV. Amount and Type of New Construction

Goals:

1. The total amount of new construction will be limited to one million square feet.
2. The completed Project should contain proportionately more residential space than any other type of constructed space.

A. Existing space before demolition was approximately:

- 1.5 million square feet of office space
- 0.4 million square feet of retail space (of which
0.2 mill.sq.ft. will be demolished)
- 0.8 million square feet of residential space
- 1.2 million square feet of hotel space
- 3,200 parking spaces

Therefore, if all new space were residential the total amount of residential space would be approximately equal to existing retail and office space combined.

B. Based on the above, NABB's position on the use of space is:

APPROXIMATE USE OF SPACE IN MILLIONS OF SQUARE FEET

| | New* Space | Existing Space | Total Space |
|-------------|------------|----------------|-------------|
| Residential | 0.8 | 0.8 | 1.6 |
| Office | 0.1 | 1.5 | 1.6 |
| Retail | 0.1 | 0.4 | 0.5 |
| Hotel | 0.0 | 1.2 | 1.2 |
| Total | 1.0 | 3.9 | 4.9 |

*"New" space here means additional space beyond pre-demolition.

Note that this use of space does not meet the goal of proportionately more residential than other types of constructed space, although it approaches that goal.

C. Residential Space

Goal: Re-structure the Prudential Project as a primarily residential area consistent in character with residential areas of the Back Bay, South End and Saint Botolph

1. No tall residential towers.
2. Attractive views will be important to the sale or rental of residential space. The Charles River is not the only conceivable "view". Attractive, sunlit, well maintained gardens, walkways, playgrounds, and courtyards will provide "views" for short buildings as will facing buildings which are themselves attractive.
3. Townhouses with entrances on pedestrian streets are preferable to large apartment complexes

4. Night time safety elements such as lighting and active pedestrian use will serve both Project and abutting neighborhood residents walking through the space

5. Some portion of residential space should be dedicated to reasonable rent and affordable elderly as well as handicapped accessible housing.

6. Some portion of residential space should be augmented by domestic service, dining facilities, and limited medical service and be available to elderly or handicapped populations exclusively. There is a market for this type of residence at all economic levels.

D. Office Space

Goal: New office space will be limited to that amount which will have no impact on traffic or parking in the Back Bay or other neighborhoods.

1. Careful placing of new office space is required to prevent dark, empty buildings in or near the residential portions of the Project during evening hours.

E. Retail Space

Goals:

- a. Keep retail customers on Boylston and Newbury streets.
- b. Encourage upgrading of the west end of Boylston Street through the placement of attractive retail space on the Boylston Street edge.
- c. Mixed, indoor, covered-entry and outdoor-entry retail space located near the Copley Place footbridge will serve to move the shopper from the indoor spaces of Copley Place to the outdoor spaces of Newbury, Boylston, and Huntington Streets.

1. No new department stores in the Project.

2. No large scale retail area in the form of an indoor mall.

3. Keep retail space on the edges primarily, with limited retail of use to the residents located along pedestrian streets.

4. Restaurants and late-closing bars must be located away from residential areas. These establishments might well be located in Project office space in order to keep pedestrian traffic in those areas during evening hours.

5. An enlarged Star Market and a large Post Office located on Boylston Street are already in great demand by Back Bay residents, and would be welcomed.

V. Mass of Buildings

Goal: The project will feature a cohesive urban pattern, and not give the impression of a random juxtaposition of isolated buildings.

A. The Project should be broken into separate areas with floor area ratios (F.A.R.s) specified for each area including F.A.R.s of 0 (zero) for open spaces. Building elements on each edge must reflect the FAR requirement of the zoning for the corresponding street bordering the Project.

B. Buildings must be massed in such a way as to provide a variety in the facades and a similarity in height and size which is consistent with buildings in the residential portions of the Back Bay and South End neighborhoods.

VI. Height

Goal: New construction will serve to bring down the overall sense of the height of the Project to a scale which is consistent with surrounding residential neighborhoods.

A. No new construction will be taller than 155 feet.

B. The Prudential Project will not reinforce the "high spine" or "linear core" policy for Boylston/Huntington Streets.

C. Building elements on each edge must reflect the height requirement of the zoning for the corresponding street bordering the Project.

D. Office space and residential space may have separate height caps.

VII. Edges

Goal: Both the perimeter and the interior edges of the project should have user-friendly characteristics, i.e. be inviting and interesting for the pedestrian passer-by.

A. Existing walls and height barriers at the edges of the Project must be removed.

B. The Boylston Street edge should consist of convenience retail for the surrounding neighborhoods which is not broken up by garage exits or curb cuts.

C. The current Ring Road space on Boylston Street could be used for outdoor seating in a park-like green strip with retail entrances set behind this mall. The width of the existing Ring Road sidewalk areas on the east edge of the Project needs to be enlarged to provide a wide, safe, and attractive walkway.

D. Existing parking structures which engulf the street-side to the existing apartment buildings need to be removed and replaced by attractive, well-landscaped pedestrian entrances which provide for vehicular pick-up and drop-off.

VIII. Environmental Impact Report (EIR)

Goal:

1. Neighborhood groups will be able to specify and properly evaluate selected aspects of the EIR.
2. The Prudential Project EIR will be fully scoped under state jurisdiction.

A. The neighborhoods will specify intersections to be studied for traffic and pollution impact.

B. The neighborhoods will specify sites of wind monitors.

C. The neighborhoods will specify time of year and of day for studies of shadow.

D. The impact of the Project on Newbury and Boylston Street retail, both the vitality of current retail and likely changes in the kind of retail, will be studied in depth, using comparable data from other cities where appropriate.

E. The presence of asbestos in existing buildings will be assessed. Asbestos will be removed from all existing buildings whether they are demolished or remain, according to federal, state and local regulations.

F. There will be at least twelve (12) weeks between receipt of the EIR by the neighborhoods and the deadline for reply at public hearings.

G. There will be a public hearing on the EIR. for which the neighborhoods will receive eight (8) weeks notice.

H. The neighborhoods will have access to technical consultants of their own choosing to be paid for by the S.R.A. or the developer.

IX. Permanent Zoning for the Prudential Site

Goals:

1. In order to avoid the possibility of over building portions of this parcel after the expiration of the Chapter 121-A agreement between the parcel owners and the city, permanent zoning for this parcel will be enacted which reflects the preservation interests of the neighboring residential areas.

2. Neighborhood groups will be actively involved in the formulation of permanent zoning for the Prudential Project.

3. Public, urban open space (in the form of parkland, playgrounds, green spaces and open spaces) will be permanently protected from further development.

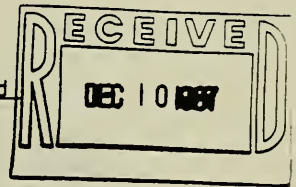
PRUSIX

PRUDENTIAL

REV: JUNE 10, 1987

Pilot Block Neighborhood Association

Recommendations Concerning the Proposed Expansion and
Redevelopment of Prudential Center



1. General Observations

Any additional construction should be justified by a clear demonstration by Prudential that the benefits therefrom exceed the costs to be incurred from the tri-focal perspective of (i) the area immediately affected, such as the Prudential Center itself, Back Bay and St. Botolph, (ii) the areas adjacent to Prudential Center, such as the South End and Fenway/Symphony, and (iii) the City of Boston as a whole. Prudential Center is built on what is in effect public land, and its development is controlled entirely by the Mayor. All such development should demonstrate a net positive benefit to each of the three above mentioned interest groups. Additional Prudential Center development, although helpful to Boston's economy by providing more tourist business, office space, upper income retail business and construction jobs, must provide net benefits to, not impose net burdens upon, the Prudential's immediately adjacent neighborhoods.

2. Pilot Block Fundamental Concern: Traffic and Parking

The Pilot Block must oppose any development which substantially increases the traffic burdens on the South End. In particular, any attempts to convert West Newton Street to a one way exit (or entry) artery will be opposed, as well as additional traffic burdens on Massachusetts Ave. and Berkeley and Dartmouth Streets. We recommend serious consideration be given to the development of off-site parking by Prudential and the City east of the Southeast Expressway with a shuttle bus system to link such parking to the Prudential/Copley/Back Bay Office areas. We strongly support improved vehicular exits and entrances to the Turnpike at Prudential with direct shuttle bus links via the new Harbor Tunnel to Logan Airport to absorb some of the Hynes Auditorium attendance. We suggest that parking be built in the empty lot next to the Hynes on Boylston Street and over the Turnpike in the Boylston St./Massachusetts Avenue block with a pedestrian link to serve the Auditorium Station of the Green Line.

3. Pilot Block Neighborhood Concerns

- a) Retail Space. We would like to see either a second grocery market to compete with Star Market on Huntington Ave. or the Star Market substantially expanded with a Huntington Ave. entrance, if feasible. A significant portion of the retail space should be dedicated to serving residential needs (services, clothing, housewares), with lower rental rates to accomplish this. Perhaps some of the lower floor space (similar to that occupied by Star Market) could be devoted to moderate priced general merchandise retail (such as a new Filene's Basement or Bradlee's) designed to serve the needs of the 40% or so of the South Enders who are in the moderate and low income group. We do not support another indoor, upscale shopping mall like Copley Place. Additional office space is preferable.

*We also support
the
Comprehensive
Transportation
Study proposed
by the CBNA for
the Back Bay
area.*

b. Open Space

- (i) A wide, open or glass-roofed, pedestrian boulevard should be created between Huntington Avenue and Boylston Streets to link the Back Bay and the South End adjacent to the east side of the tower. A similar, interior connecting link should be created between the Huntington Ave. entrance to Hynes Auditorium and the pedestrian bridge to Copley Place. Residentially oriented retail space should be located underneath or on the upper levels of such boulevards while the boulevards would be lined with more upscale or tourist oriented services.
- (ii) The Huntington Ave.-Boylston St. boulevard should open onto a wide plaza on the south (Huntington Ave.) side to make maximum benefit of the sun. This plaza would allow for more effective use of the very poorly designed triangle on Huntington Ave. by the Prudential T station and the little used ring road between Huntington and the plaza. A similar but smaller plaza should be created for the Boylston Street entrance to this boulevard.

c. Use

At least 25% of the new space should be devoted to residential use, primarily in the form of low rise 4-8 story housing units, architecturally consistent with the Back Bay/St. Botolph townhouse styles. We think it would be economically inefficient for any of the high cost Prudential site to be used for affordable housing but that linkage funds for such purposes should be required. This would allow Boston to obtain more affordable housing per investment dollar. We recommend that new residential structures be clustered in the northeastern quadrant of the space where the existing residential towers are located with improved open space and other amenities for residential use. Office, hotel and retail space should be clustered in the western half of the space and along Huntington Ave.

d. Architecture

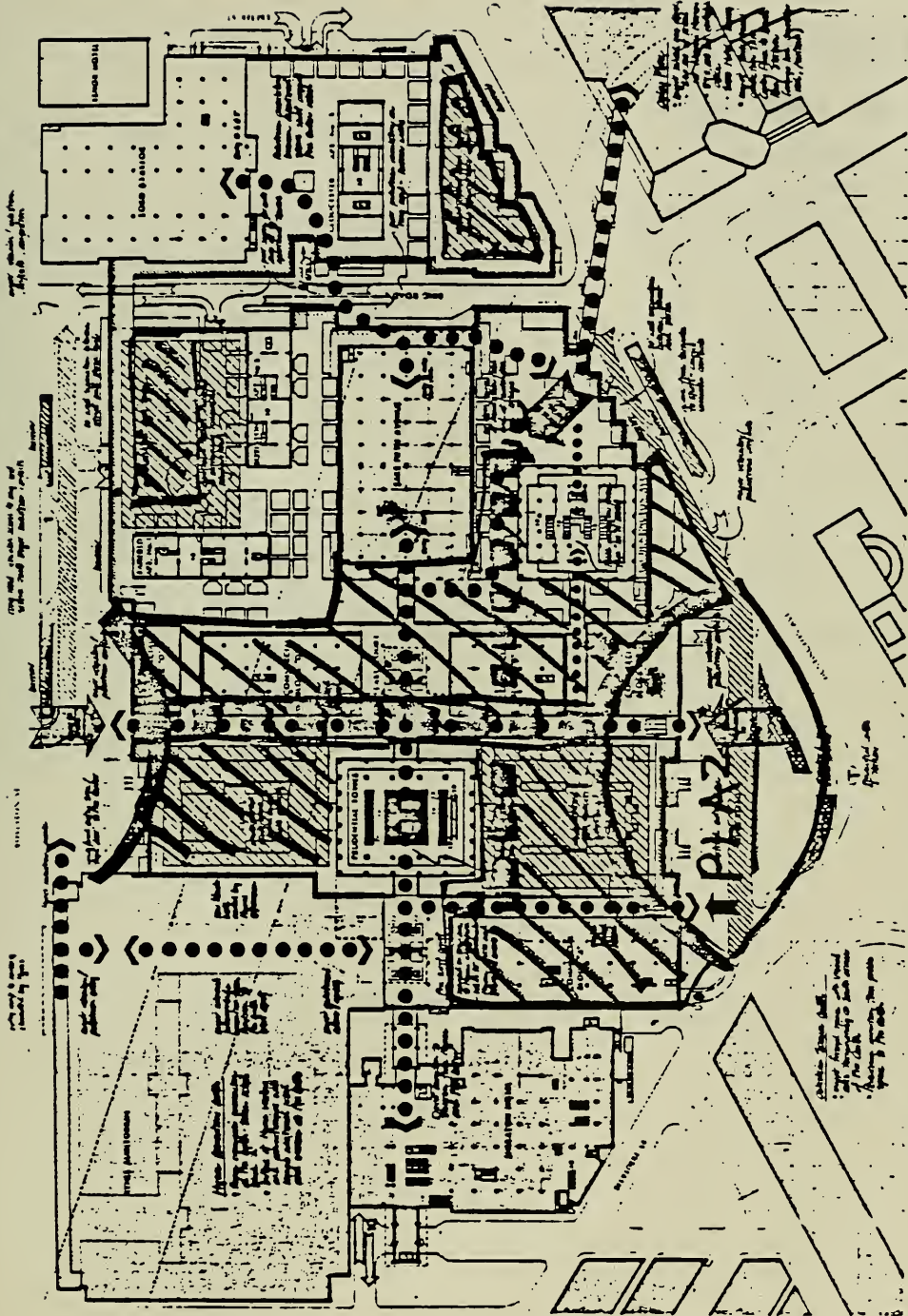
- (i) Beckoning, not Forbidding. The peripheries of the Prudential Center should beckon the pedestrian in, not offer a barrier, physical or psychological, to his entry. The plaza-boulevard concept is one part of this. Another is low building height and absence of blank walls along the periphery of the Center, as in Copley and Lafayette Place. The street scape of Huntington and Boylston streets should be respected and conformed to.

(ii) Interior Massing. If massing is necessary, we recommend it be clustered around the ugly central tower, perhaps to provide it with a zigurat-type base or pedestal, descending in stair-case form to the street rather than construct additional separate standing tower blocks on the space. Such an approach might also allow the new ugly, blank wall of the Hynes Auditorium on the Boylston street side to be covered, while creating a Boylston Street Plaza entrance for the above suggested pedestrian boulevard.

(iii) Height Limits. The height limits should be restricted to the lower of the zoning height limits applicable to Huntington and Boylston Streets or 155 feet.

4. Pilot Block Citywide Concerns

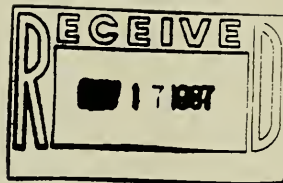
If the new Prudential Center is to be an asset for Boston, it must succeed where it has thus far failed. Its architectural design should be small scale with low heights more in keeping with its Back Bay/St. Botolph architectural surroundings. The materials used should evoke Boston and its heritage, not the glitzy, tinseltown, reflector glass look of Houston and Dallas. It should recognize that Boston is a pedestrian city, which means that the spaces should be designed to accommodate and attract pedestrians. Its pedestrian and retail areas should be open to the city and not hermetically and socially sealed off from the environment.



MAX. HEIGHT 12-15 STAIRS STEP DOWN TO 6

PRUDENTIAL APARTMENTS ASSOCIATION

RE: Future development at Prudential Center



This position paper is a preliminary statement; it is general and brief due to the imminent deadline. We are prepared to continue at another time with more detailed arguments to support our position.

Further development would bring more traffic to an area (Prudential Center and all of its surrounding neighborhoods), which is already overburdened with non-resident parking. In immediate proximity to the Prudential buildings, constant towing operations are necessary so that emergency vehicle lanes are kept clear of illegally parked cars.

Ring Road, the feeder road surrounding the Prudential Center, serves as entry for all emergency vehicles and for loading and unloading operations for the residential and commercial buildings within the complex. Ring Road has already been permanently eliminated at the northwest quadrant of the Prudential Center at the site of the new Auditorium now under construction. The redevelopment plan would eliminate the rest of Ring Road by taking construction right to the edge of Boylston Street and Huntington Avenue. Ring Road east would also be eliminated. With such access eliminated, all emergency vehicles would have to park a considerable distance from those buildings which they serve.

Boylston Street is already overloaded; during rush hours, there is frequently gridlock, causing delays to emergency vehicles trying to get down Boylston St. There is a busy and active fire station on Boylston at Gloucester, which is affected by jammed traffic.

Importantly, the Green Line, which serves this area at the Copley, Prudential and Auditorium stations, already critically overloaded, cannot be expanded to serve a new influx of people which new development would bring.

The area is already saturated with hotels and restaurants; more are not needed.

The Prudential redevelopment plan is a reaction to Copley Place, and is obviously intended to link up with it in an effort to further isolate and insulate both centers from contact with the surrounding community. The proof of this is in the two glass bridges, one of which leads directly into the Prudential Center. If the linkage is completed, it would be a victory for the "hermetically sealed fortress" concept already so evident in Copley Place. Neither this area, nor this city, needs another grossly enlarged Copley Place-like mall.

Plans for further construction would be detrimental to the health and safety of present residents in terms of noise, dirt and squalor over a period of years, illustrating that Prudential has little concern for its present residents.

The seven-block length of Boylston Street from Gloucester St. to Arlington Street now has several major development or redevelopment projects presently underway with several more projects in advanced planning stages in the near surrounding areas. This is random development out of control. Boston, with its unique character and history, which makes it one of the most livable cities in the world, should not try to imitate New York City

Such redevelopment would profit only Prudential. We do not perceive any economic or social benefit to the people of this city; there is no fundamental need for this kind of development. Prudential has not been a good neighbor and they are not likely to improve as a result of this plan. They have already proved inadequate to the task they presently have in operating rental units, both residential and commercial in the Center.

In summary: The sample we queried overwhelmingly responded with requests for more sun, more gardens, less traffic, better pedestrian plans, no more high rise buildings, less noise, better accessibility for emergency vehicles, more parking space. The Prudential plan answers none of these needs, but rather would exacerbate problems already nearly out of control.

For the above reasons, and many others which we are prepared to discuss, Prudential Apartments Association takes a position of no redevelopment - no build.

Respectfully submitted

PRUDENTIAL APARTMENTS ASSOCIATION

October 1, 1987

St. Botolph Citizens' Committee

Preliminary Statement of Position concerning future Development at
The Prudential Center

The Board of Directors of the St. Botolph Citizens' Committee (SBCC) believes that any new development on the Prudential site should not cause a further deterioration in the quality of life for residents of the area. Rather, the SBCC views redevelopment of the Pru site as an opportunity to cure current problems and enhance the surrounding area. Our greatest concerns at this time are:

1. Traffic and parking
2. Accessibility across the Prudential property from the St. Botolph neighborhood to Boylston Street.
3. Enhancement of the Huntington Avenue and Belvidere/Dalton streetscape in such a way that pedestrian, residential uses are optimized and commercial, vehicular uses are minimized.

The following comments are our preliminary observations which are being articulated at this time to facilitate the work of PruPAC. As time goes forward, we expect that we will be clarifying this statement and furnishing more input to PruPAC.

I. Design

- a. The heights of buildings along the perimeter of the site (Huntington Ave. and Belvidere St.) should not exceed 45-60 feet to prevent the creation of a "tunnel" effect on Huntington Avenue.
- b. Building heights in the center of the site may be higher but should not exceed 155 feet.
- c. Multiple buildings rather than one long building should be built along Huntington Avenue to permit multiple and easy access to and across the site.
- d. Open and outdoor spaces should be encouraged along Huntington Avenue to take advantage of the southern exposure and enhance the concept of a "strolling boulevard".
- e. Separate zones should be established for governing compliance with acceptable FAR's.

II. Access/Transportation

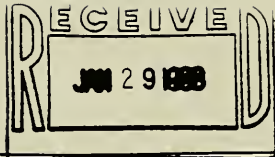
- a. Twenty-four hour, multiple access across the site is to be provided with a reduction in the number of stairs from present.
- b. Eliminate the current "barrier effect".
- c. Mitigate and minimize the effect of having to walk "over" the turnpike.
- d. Provide for no increase in current levels of traffic.
- e. Provide for off-street parking and storage of tour buses.
- f. Provide for east-bound access to and from the Mass. Turnpike.
- g. Enhance desirability of using public transportation by improving the Huntington Avenue Green Line.
- h. Closely regulate construction traffic and parking with penalties for non-compliance.
- i. Correct the current unacceptable level of traffic on West Newton Street going to and from the Prudential Center.

III. Infrastructure

- a. Provide professional assurances that additional development at the Prudential will not adversely impact on sewerage, utilities, water table and water service in the St. Botolph neighborhood.
- b. Provide for constant monitoring of water table in St. Botolph neighborhood.

IV. Policy/Process

- a. The City will insure that a "PruPAC 2" of the same representation as PruPAC will be established after the Guideline stage to monitor the implementation of the agreed upon Guidelines.
- b. Since the Prudential Center is located in the center of the most densely populated residential section of the City, overall uses of any "new" development should complement and enhance residential life in the City rather than expand commercial uses. Therefore, no more hotel rooms should be allowed.



SYMPHONY UNITED NEIGHBORS

43 St. Stephen Street

Boston, Ma. 02115

January 29, 1988

Barry Pinciss
22 Cumberland St.
Boston, MA 02115

Dear Barry:

I apologize for being so tardy in the delivery of this letter. At a meeting of S.U.N. members last night, the following issues were discussed and commented upon:

1. **TRAFFIC:** the need for pedestrian crossing lights and overhead pedestrian bridges; possible entry to parking garages directly from Masspike; enforcement of "No Double Parking;" limit Hynes auditorium to conventions, vs boat shows and car shows, which bring in huge volumes of traffic; find some way to access the Turnpike going East.

2. **DESIGN:** "friendly" access, with inviting street-level entrances; architecture that reflects and harmonizes with the City's past, as opposed to bland or modern-looking structures that would be at home in either Houston or Newark; better access from Huntington Ave. to Boylston St.;

3. **HOUSING:** a mix of condos and apartments; provision for affordable housing;; no towers; height limit of eight stories.

4. **HOTELS:** No!

5. **RETAIL:** Adequate provision for businesses that cater to the needs of residents of the surrounding neighborhoods, i.e., fish market, meat market, etc.; space set aside for local artists on a rotating basis; the need for a much larger Star Market.

6. **OPEN SPACE:** the need for small park-like open spaces throughout the area.

7. **TRANSPORTATION:** the need for much better access to the T stops at Auditorium and at Prudential.

8. **OTHER CONSIDERATIONS:** the need for limited-equity retail co-ops; for a walk-in medical facility; for community meeting space.



SYMPHONY UNITED NEIGHBORS

43 St. Stephen Street

Boston, Ma. 02115

9. HEIGHT: No buildings taller than 155-160 feet.
10. RE THE PRUDENTIAL TOWER: please re-clad it!

In summary, we would like to see a development that is a "reasonable" blend of Residential, Retail and Office use; we want buildings that reflect the grand architectural heritage of Boston; buildings that are designed by architects who understand and are sensitive to that heritage. We want a development that opens up to the neighborhoods on Boylston Street and on Huntington Avenue; we seek a "warm" access. Finally, we urge that very special attention and emphasis be given to the potentially horrific traffic volume that a development of this scope could spawn.

Very truly yours,

Richard M. Galler

Richard M. Galler, President

APPENDIX C

Downtown IPOD-Boston Zoning Code

TEXT AMENDMENT NO. 98
THE COMMONWEALTH OF MASSACHUSETTS
CITY OF BOSTON
IN ZONING COMMISSION

EFFECTIVE
September 25, 1987[†]

The Zoning Commission of the City of Boston, acting under Chapter 665 of the Acts of 1956 as amended, after due report, notice, and hearing does hereby amend the Boston Zoning Code as follows:

By inserting after Article 27C, for a period of twenty-four months from the effective date of this amendment, the following article:

ARTICLE 27D
DOWNTOWN INTERIM PLANNING OVERLAY DISTRICT

SECTION 27D-1. Statement of Purpose. The purposes of this article are to channel new development toward underutilized sites; to encourage new development in areas accessible to public transit; to provide a predictable, clear, and understandable process for the public review of new development; to foster an economy that promotes opportunity for Bostonians by creating new jobs and by expanding job training opportunities; to protect existing residential development and encourage new residential development that is affordable to all segments of the community; to protect the city's historic resources; to protect and enhance the architectural character of the downtown; to improve traffic access and circulation; to create active pedestrian and street life; to protect and improve air and water quality; to encourage mixed-use development; to provide for appropriate transitions in scale and character between established districts and new development; and to implement interim land use measures.

SECTION 27D-2. Declaration of Need for Interim Zoning. Interim zoning in the Downtown IPOD Study Area is necessary to provide the proper balance between competing land uses and economic and environmental factors. Characteristics of existing zoning that render it inappropriate include its failure to provide: height and floor area ratio standards that encourage the preservation of historic structures and maintain the character of the district; incentives for development in underutilized areas that are suitable for new development; a balance between new development and the need for light, air, and open space; the creation or rehabilitation of housing that is affordable to all segments of the community; the creation or expansion of employment

[†]Date of public notice: July 11, 1987 (see St. 1956, c. 665, s. 5).

opportunities for Bostonians; development that results in appropriate and necessary neighborhood benefits for Boston residents; a mix of uses that ensures efficient use of scarce urban land; the maintenance, expansion, and enhancement of open space uses; and the improvement of pedestrian and vehicular circulation and access.

SECTION 27D-3. Definitions. For the purposes of this article only, the following words and phrases, when capitalized, shall have the meanings indicated.

1. "Applicant" shall mean any person or entity having a legal or equitable interest in a Proposed Project subject to the provisions of this article, as set forth in Section 27D-5, or the authorized agent of any such person or entity.
2. "Commercial Uses" shall mean Use Item Numbers 15, 39, 39A, 40, 41, and 42, as described in Table A, Section 8-7.
3. "Downtown IPOD" shall mean the regulations imposed by this article.
4. "Downtown IPOD Study Area" shall mean the area defined in Section 27D-4.
5. "Neighborhood Service Uses" shall mean Use Item Numbers 34, 35, 36, 37, 38, 39, 39A, 40, 41 (except office buildings), 43, 44, 46, and 47, as described in Table A, Section 8-7.
6. "Proposed Project" shall mean the erection or extension of any structure or part thereof, or the change of use of any structure or land, for which the Applicant is required to obtain a building or use permit.
7. "Research, Development, and Institutional Uses" shall mean Use Item Numbers 16, 16A, 18, 22, 22A, 23, 24, 25, 48, and 49, as described in Table A, Section 8-7.
8. "Residential Uses" shall mean Use Item Numbers 1, 2, 3, 4, 5, 6, 7, 7A, 7B, 8, and 10, as described in Table A of Section 8-7.
9. "Retail Uses" shall mean Use Item Numbers 17, 34, 35, 36A, 37, 37A, 38, 43, 44, and 46, as described in Table A, Section 8-7.
10. "Underlying Zoning" shall mean all zoning regulations, with the exception of this article, which are contained in this code.
11. "Zoning Relief" shall mean any zoning variance, exception, conditional use permit, or zoning map or text change, or any other relief granted by the Zoning Commission or the Board of Appeal.

SECTION 27D-4. Physical Boundaries; Establishment of Subdistrict Goals and Objectives. The provisions of this article shall be applicable only in the Downtown IPOD Study Area, which shall be comprised of the seventeen (17) subdistricts and the balance of the area depicted in Appendix A and described in Appendix B.

1. Priority Preservation Subdistricts. Subdistricts A, B, C, D, E, F, and G, depicted in Appendix A and described in Appendix B, shall be Priority Preservation Subdistricts. Within these subdistricts, the present uses, architectural scale, and historic character of the area shall be preserved. New development shall emphasize the conservation, rehabilitation, and restoration of existing structures.
2. Restricted Growth Subdistricts. Subdistricts H and I, depicted in Appendix A and described in Appendix B, shall be Restricted Growth Subdistricts. Within these subdistricts, the historic identity and architectural character of each area is well-established, and little potential exists for major new construction. Since many buildings in these subdistricts are in transition from manufacturing or warehousing to retail, office, and residential uses, future development shall largely be characterized by rehabilitation, conversion, and reuse of existing space.
3. Medium Growth Subdistricts. Subdistricts J, K, L, and M, depicted in Appendix A and described in Appendix B, shall be Medium Growth Subdistricts. These subdistricts are fully developed to an appropriate scale, but contain specific sites with access to transportation and other services which can accommodate new development without a significantly adverse impact on light, wind, established scale, and existing character.
4. Economic Development Area Subdistricts. Subdistricts N and O, depicted in Appendix A and described in Appendix B, shall be Economic Development Area Subdistricts. These subdistricts are characterized by the presence of underutilized and developable land. New development may occur in these areas without threatening historically or architecturally important buildings, districts, open space, or infrastructure capacity. (Also see Section 27D-11.)
5. Open Space Subdistricts. Subdistricts P and Q, depicted in Appendix A and described in Appendix B, shall be Open Space Subdistricts. These subdistricts constitute open space in public ownership dedicated to recreational use or to the conservation of natural resources.

SECTION 27D-5. Applicability. Any Proposed Project within the Downtown IPOD Study Area to (a) erect a building or structure having a gross floor area of not less than fifty thousand (50,000) square feet; (b) enlarge or extend a building or structure so as to increase its gross floor area by not less than fifty thousand (50,000) square feet; (c) establish or change the use of a gross floor area of not less than fifty thousand (50,000) square feet; or (d) exceed the "As-of-Right Height/FAR" standards listed in Table A of Section 27D-7 for the subdistrict in which the Proposed Project is located, shall be subject to the provisions of this article. The following Proposed Projects, however, shall be exempt from the provisions of this article:

1. Any Proposed Project for which application to the Inspectional Services Department for a building or use permit has been made prior to the first notice of hearing before the Zoning Commission for adoption of this article and for which no Zoning Relief is required.

2. Any Proposed Project for which appeal to the Board of Appeal for any Zoning Relief has been made prior to the first notice of hearing before the Zoning Commission for adoption of this article, provided that such Zoning Relief has been or is hereafter granted by the Board of Appeal pursuant to such appeal.
3. Any Proposed Project or site for which application for approval of a development impact project plan, planned development area development plan, or planned development area master plan has been submitted to the Boston Redevelopment Authority prior to the first notice of hearing before the Zoning Commission for adoption of this article, provided that such development impact project plan, planned development area development plan, or planned development area master plan has been or is hereafter approved by the Boston Redevelopment Authority pursuant to such application, whether or not such application or such development impact project plan, planned development area development plan, or planned development area master plan is thereafter modified or amended.

SECTION 27D-6. Zoning Regulations in Effect; Conflict Provisions. The Downtown IPOD and Underlying Zoning shall together constitute the zoning regulations for the Downtown IPOD Study Area. Where conflicts between the Downtown IPOD and the Underlying Zoning exist, the provisions of paragraphs one and two of this section shall govern. Upon expiration of this article, the Underlying Zoning shall be the sole set of zoning regulations for the Downtown IPOD Study Area.

1. In subdistricts A, B, C, D, E, F, G, H, K, L, M, P, and Q, the provisions of the Downtown IPOD shall supersede Underlying Zoning except with respect to building height and floor area ratio (FAR) standards, in which case the more restrictive provisions shall govern.
2. In subdistricts I, J, N, and O, the provisions of the Downtown IPOD shall supersede Underlying Zoning.

In all subdistricts, any duly enacted amendment to Underlying Zoning as to which notice of a public hearing before the Zoning Commission is published after the effective date of this article shall govern, notwithstanding any other provision of this article; any such amendment may occur prior to the expiration of this article and may relate to any subdistrict or to any Special Study Area for which a planning and rezoning study has been completed by the Boston Redevelopment Authority pursuant to Section 27D-18.

SECTION 27D-7. Building Height and FAR Standards. Any Proposed Project within Downtown IPOD Study Area subdistricts A, B, C, D, E, F, G, H, I, J, K, L, M, N, and O shall be governed by the building height and FAR standards established in Table A of this section.

1. Downtown IPOD As-of-Right Building Height and FAR. Any Proposed Project which has complied with the provisions of Underlying Zoning and this article shall be permitted to obtain building heights and FARs which correspond to the "Downtown IPOD As-of-Right" column in Table A of this section.

2. Enhanced Building Height and FAR. An Applicant may request the Board of Appeal to grant any Proposed Project in subdistricts H, I, J, K, L, M, N, and O the enhanced building heights and FARs which correspond with the "Enhanced" column in Table A, subject to the provisions of Section 27D-6. The Board of Appeal shall grant such enhanced building heights and FARs with respect to any Proposed Project in subdistricts H and I only if it finds that: (a) the height and massing of the Proposed Project is consistent with that of structures in the surrounding subdistrict; (b) the Proposed Project is architecturally compatible with the surrounding subdistrict, in accordance with the design review provisions of Section 31-8; (c) the Proposed Project is not a rooftop addition, visible from a public way, to an Historic Building, as defined in Section 32-2(2); and (d) the public benefits of the Proposed Project outweigh any burdens imposed. The Board of Appeal shall grant such enhanced building heights and FARs with respect to any Proposed Project in subdistricts J, K, L, and M only if it finds that: (a) the height and massing of the Proposed Project is consistent with that of structures in the surrounding subdistrict; (b) the Proposed Project is architecturally compatible with the surrounding subdistrict, in accordance with the design review provisions of Section 31-8; and (c) the public benefits of the Proposed Project outweigh any burdens imposed. The Board of Appeal may grant such enhanced building heights and FARs with respect to any Proposed Project in subdistricts N and O only if it finds that: (a) the Proposed Project is consistent with the applicable planning objectives set forth in Sections 27D-4 and 27D-11, and complies with the design review provisions of Section 31-8; (b) the Applicant provides appropriate space within the Proposed Project which is adequate to satisfy the projected demand of the Proposed Project's employees for a family care center or a child care center, such center to enroll people for care, instruction, or recreation during normal business hours; and (c) the public benefits of the Proposed Project outweigh any burdens imposed. The procedure for the granting of enhanced building height shall be in accordance with the provisions of Section 27-3, governing the grant of an interim planning permit; provided, if the Boston Redevelopment Authority has made a recommendation to the Board of Appeal on the grant of such enhanced building heights and FARs, the Board of Appeal shall follow such recommendation unless specific, written reasons for not doing so are incorporated in the Board of Appeal's decision.
3. Planned Development Areas. Any Proposed Project located in a Planned Development Area established pursuant to Section 3-1A and Section 27D-8 may be permitted to obtain the building heights specified in Section 27D-8, in accordance with the procedure for the granting of exceptions specified in Section 27D-8(5).

TABLE A
DOWNTOWN INTERIM PLANNING OVERLAY DISTRICT
HEIGHT AND FLOOR AREA RATIO STANDARDS

| <u>Area</u> | Downtown IPOD <u>As-of-Right Height/FAR</u> | <u>Enhanced Height/FAR</u> |
|--|---|--------------------------------|
| Priority Preservation Subdistricts | | |
| o Subdistrict A | 40'/2 | N/A |
| o Subdistrict B | 65'/3 | N/A |
| o Subdistricts C, D, E, and G | 65'/4 | N/A |
| o Subdistrict F | 65'/2 | N/A |
| Restricted Growth Subdistricts | | |
| o Subdistricts H and I | 80'/6 | 100'/7 |
| Medium Growth Subdistricts | | |
| o Subdistricts J, K, L, and M | 125'/8 | 155'/10 |
| Economic Development Area Subdistricts | | |
| o Subdistrict N | 250'/12 | 400'/14 |
| o Subdistrict O | 300'/13 | 400'/15 |

NOTE: Where Underlying Zoning contains more restrictive height limits and FARs than Table A, Underlying Zoning shall govern, except in subdistricts I, J, N, and O. (See Section 27D-6.) Height and FARs in subdistricts P and Q shall be governed by Underlying Zoning.

SECTION 27D-8. Planned Development Areas. Any application for a map change to establish a Planned Development Area (PDA) within the Downtown IPOD Study Area shall be subject to the provisions of this section in addition to those imposed in Article 3-1A; and no PDA shall be established within the Downtown IPOD Study Area except in conformity with the provisions of this section.

1. Location of Planned Development Areas. Within the Downtown IPOD Study Area, a Planned Development Area may be established only in any subdistrict or subdistricts, or part thereof, which is located entirely within that portion of the Financial District whose boundaries are depicted in Appendix C and described in Appendix D to this article.
2. Standards for Development Plan Approval. The Boston Redevelopment Authority shall approve a development plan for a Planned Development Area map change only if the Boston Redevelopment Authority finds that such development plan (a) proposes a use which is necessary to retain jobs in the city or to contribute otherwise to the economic health of the city; and (b) contains provisions satisfactory to the Boston Redevelopment Authority that at least thirty-three percent (33%) of the total gross floor area of the Proposed Project will be leased or used by entities identified in the development plan.

3. Boston Civic Design Commission Review. Any Proposed Project within a Planned Development Area subject to the provisions of this section shall be subject to review by the Boston Civic Design Commission, in accordance with the provisions of Article 28.
4. Height Allowance. Any Proposed Project within a Planned Development Area subject to the provisions of this section may be permitted to exceed the building height standards established for the applicable subdistrict in Table A, Section 27D-7, to a maximum building height of four hundred feet (400'), in accordance with the provisions of Section 27D-8(5).
5. Authorization for Exceptions. Any Proposed Project within a Planned Development Area subject to the provisions of this section shall be subject to all provisions applicable to the subdistrict in which the Planned Development Area is located unless an exception to such provisions has been granted pursuant to Article 6A; provided, no such exception shall permit a building height for a Proposed Project within a Planned Development Area subject to the provisions of this section to exceed four hundred feet (400').

SECTION 27D-9. Housing Priority Area. The provisions of this section shall be applicable only in the Housing Priority Area, which shall be divided into the three (3) subdistricts depicted in Appendix E and described in Appendix F; provided, the provisions of this section shall not apply to Proposed Projects consisting solely of Neighborhood Service Uses, as defined in Section 27D-3.

1. Leather District Housing Priority Area. Subdistrict 1, depicted in Appendix E and described in Appendix F, shall be the Leather District Housing Priority Area. Within this area, a minimum of twenty-five percent (25%) of the gross floor area of any Proposed Project of more than 10,000 square feet for exterior construction or exterior alteration or change of use, notwithstanding the minimum square foot specified in Section 27D-5, shall consist of Residential Uses, as defined in Section 27D-3.
2. Chinatown Business District Housing Priority Area. Subdistrict 2, depicted in Appendix E and described in Appendix F, shall be the Chinatown Business District Housing Priority Area. Within this area, a minimum of fifty percent (50%) of the gross floor area of any Proposed Project for exterior construction or exterior alteration or change of use, notwithstanding the minimum square footage specified in Section 27D-5, shall consist of Residential Uses, as defined in Section 27D-3.
3. Chinatown-Bay Village Housing Priority Area. Subdistrict 3, depicted in Appendix E and described in Appendix F, shall be the Chinatown-Bay Village Housing Priority Area. Within this area, a minimum of seventy-five percent (75%) of the gross floor area of any Proposed Project for exterior construction or exterior alteration or change of use, notwithstanding the minimum square footage specified in Section 27D-5, shall consist of Residential Uses, as defined in Section 27D-3; provided, a minimum of fifty percent (50%) of the gross floor area of any Proposed Project which includes exterior construction or exterior alteration or change of use over the Massachusetts Turnpike or the Amtrak/

Massachusetts Bay Transportation Authority commuter rail right-of-way, notwithstanding the minimum square footage specified in Section 27D-5, shall consist of Residential Uses, as defined in Section 27D-3.

4. Off-Site Alternative. An Applicant for any Proposed Project subject to the provisions of this section within a Housing Priority Area, notwithstanding the minimum square footage specified in Section 27D-5, may fulfill its obligations under this section by constructing or rehabilitating a building or structure within: (a) the same Housing Priority Area as the Proposed Project; or (b) any Housing Priority Area within the Downtown IPOD Study Area, if the Board of Appeal finds that constructing or rehabilitating a building or structure within the same Housing Priority Area is not economically feasible. The cumulative gross floor area devoted to Residential Uses in such off-site building or structure and the Proposed Project shall be at least equal to the minimum gross floor area which is required to be devoted to Residential Uses of Proposed Projects located within the same Housing Priority Area.

SECTION 27D-10. Residential Uses Allowed in Industrial Zones. Residential Uses which are allowed or permitted conditionally by the Underlying Zoning in districts labeled "R" (Residential: General) or "H" (Residential: Apartment), as provided in Table A, Section 8-7, shall be allowed uses in Underlying Zoning districts "M" (Industrial: Restricted) and "I" (Industrial: General), regardless of the gross floor area of a Proposed Project, notwithstanding the minimum gross floor area specified in Section 27D-5.

SECTION 27D-11. Economic Development Area Subdistricts; Purposes. The purposes of Economic Development Area Subdistricts are: to achieve orderly redevelopment; to channel mixed-use development toward underutilized sites; to provide development opportunities at lower land costs; to utilize existing transit centers; to improve traffic access and circulation; to expand the financial district; and to create an active pedestrian and street life.

1. Subdistrict N: North Station. The planning objectives in the North Station Economic Development Area Subdistrict shall be to create a functionally and architecturally unified subdistrict which is compatible with the historic character of the North End and Bulfinch Triangle; to create a gateway to the city by rail and highway from the north; to create a mixed-use subdistrict which includes office and retail space and mixed-income housing; to create new recreational space along the Charles River edge; and to create vistas and access to the Charles River.
2. Subdistrict O: South Station/Bedford-Essex. The planning objectives for the South Station/Bedford-Essex Economic Development Area Subdistrict shall be to channel growth away from congested areas; to encourage a mix of office, retail, hotel, and residential uses; to create a transition of uses and character between the downtown and the Chinatown and Leather districts; to improve vehicular access to the city by establishing parking facilities near major commuter arteries; and to restore the pedestrian environment.

SECTION 27D-12. Economic Development Area Subdistricts; Allowed Uses. Commercial Uses, Retail Uses, Residential Uses, and Research, Development, and Institutional Uses, as these terms are defined in Section 27D-2, shall be

allowed uses in Economic Development Area Subdistricts, regardless of the gross floor area of a Proposed Project, notwithstanding the minimum gross floor area specified in Section 27D-5. Section 3-1A (Restricted and Limited Parking Districts) of the Underlying Zoning shall not be applicable in Economic Development Area Subdistricts.

SECTION 27D-13. Economic Development Area Subdistricts; Authorization for Exceptions. Any Proposed Project within an Economic Development Area Subdistrict subject to the provisions of this article shall be subject to all provisions of this code applicable to the subdistricts in which the Proposed Project is located unless an exception to such provisions has been granted pursuant to Article 6A; provided, the Board of Appeal shall not grant any exception to the provisions of Section 27D-7 governing building heights and FARs.

SECTION 27D-14. Standards for Issuance of Interim Planning Permit. The Board of Appeal shall not grant an interim planning permit as defined in Section 27-3 unless it finds that (a) the Proposed Project's benefits outweigh any burdens imposed; and (b) the Proposed Project is in substantial accord with the applicable provisions of this article. If the Boston Redevelopment Authority has made a recommendation to the Board of Appeal on the issuance of an interim planning permit, the Board of Appeal shall follow such recommendation unless specific, written reasons for not doing so are incorporated in the Board of Appeal's decision.

SECTION 27D-15. Enforcement. The Commissioner of Inspectional Services shall not issue any building permit or use permit for a Proposed Project subject to the provisions of Section 27D-5 unless the Board of Appeal has approved an interim planning permit for the Proposed Project in accordance with Section 27-3.

SECTION 27D-16. Sunset Provision; Subsequent Amendments. This article shall be in effect for twenty-four (24) months. While in effect, this article or portions of this article may be repealed or superseded by subsequent amendments to this article, or by amendments to the Underlying Zoning as to which notice of a public hearing before the Zoning Commission is published after the effective date of this article.

SECTION 27D-17. Timetable for Rezoning. Submission of proposed zoning changes by the Boston Redevelopment Authority to the Zoning Commission shall be completed within twenty (20) months of the enactment of the Downtown IPOD, and the Zoning Commission hearing on any petition to adopt proposed zoning changes shall be completed within twenty-four (24) months of the enactment of the Downtown IPOD; provided, failure of the Boston Redevelopment Authority to submit proposed zoning to the Zoning Commission within twenty (20) months, or failure of the Zoning Commission to conduct a hearing on such zoning within twenty-four (24) months, shall not invalidate any provision of the Downtown IPOD or Underlying Zoning.

SECTION 27D-18. Special Study Areas. Within the Downtown IPOD Study Area, eleven (11) Special Study Areas shall be established. Planning and rezoning for each Special Study Area shall proceed on a community-based, district-by-district basis, in consort with the Boston Civic Design Commission. This process shall produce a set of comprehensive planning

policies, development controls, and design guidelines specifically tailored to the unique character of each Special Study Area. The Special Study Areas are depicted in Appendix G and described in Appendix H and are hereby established as follows:

1. **Huntington Avenue/Prudential Center.** The section of Huntington Avenue between Copley Square and Symphony Hall forms the transitional boundary between the historic St. Botolph Street and South End areas and the large scale Prudential Center. Built in the 1960s over under-utilized rail yards and the Massachusetts Turnpike, the Prudential Center needs to be better integrated with adjacent districts. Planning and rezoning in this area shall promote development which emphasizes the sense of human scale through familiar block and building sizes and shapes, modulated and detailed facades and storefronts, and articulated entryways. Planning and rezoning shall also promote a mixed-use economy, including office, retail, commercial, and residential uses to increase pedestrian activity along the street.
2. **Midtown/Cultural District.** The Midtown/Cultural District includes those blocks that wrap around the southern edge of the Common and the Public Garden, the traditional theater district, and the Washington Street retail area. Planning and rezoning initiatives shall provide for preservation of historic buildings, continued theater use in existing performance facilities, reuse of vacant theaters, and the establishment of smaller, more flexible performing arts spaces and visual arts exhibition spaces which enhance the area's unique character. Focused around Washington, Tremont, and Boylston Streets, pedestrian ways shall be created from existing minor streets, lanes, and alleys, and new through-block connections. The cornice lines shall be consistent with the traditional range of building heights in the surrounding area. Planning and rezoning initiatives shall promote a mix of uses which add cultural and street level activities, including but not limited to additional office, commercial, residential and retail uses. Public open space and streetscape improvements shall encourage the showcasing of cultural activities. Storefronts along pedestrian ways shall be visually permeable. Facades, storefronts, and entryways shall be modulated, articulated, and scaled for use by pedestrians.
3. **Financial District.** As the center of trade, State Street and its gradual expansion into the Financial District has housed Boston's major office and exchange buildings. After the great fire of 1872, a major section of the area was rebuilt with Victorian "Commercial Palaces." In the 1960s the development of giant office towers formed the core of Boston's service-based economy. Planning and rezoning initiatives shall require that buildings substantially over 155 feet tall be located only on carefully targeted sites consistent with planning for access, density, distribution, and district design. The building footprint or facade line shall parallel the property line or street line wherever possible. Any building element which significantly exceeds the adjacent cornice lines shall be consistent with the rhythm and proportion of the base element facade and shall be set back from the building base so as to reduce its visibility from the street, and reduce the negative environmental effects from wind and shadow effects. The building shall respect the historic context and be

sympathetic to the historic scale of the Special Study Area. Commercial, retail, and residential uses which increase street-level activity, in addition to office uses, shall be promoted.

4. Government Center/Markets. In 1961, the sixty-acre Scollay Square area was targeted for urban renewal and cleared. The new pattern of free-standing government buildings and plazas typifies the grand master plan of the era. The Blackstone Block, with its colonial-era lanes, once overlooked the Town Cove upon which Quincy Market was built in the 1820s. Planning and rezoning efforts shall focus on the preservation and protection of all properties and groups of buildings which are Historic Buildings or within Historic Districts, as provided in Article 32, and the promotion of a mix of office, commercial, retail, and residential uses.
5. North Station. North Station was built with the Boston Garden in the late 1920s. Urban renewal of the adjacent West End and Government Center areas in the 1960s had little impact on the North Station area. Major redevelopment projects are currently proposed for this major transportation node, including an improved arena and development of the vast area of former railyards extending to the Charles River. To take advantage of this proximity to the river and the Esplanade, the design of public open and interior spaces and pedestrian ways shall be an integral part of project design. Such public open spaces may include ground floor retail uses and public indoor and outdoor spaces in porticoes, lobbies, atriums, sitting areas, courtyards, rooftop observatories, or through-block connections. Building scale and massing shall reinforce the existing scale and character of the adjacent North End and Bulfinch Triangle neighborhoods. Planning and rezoning shall proceed in accordance with the Economic Development Area Subdistrict goals and objectives provided for in Section 27D-11(1).
6. Cambridge Street. Cambridge Street forms the commercial seam between historic Beacon Hill and the West End Urban Renewal area. A subway station at each end joins Government Center with the Esplanade. The street has considerable development potential but little identity, due to a number of underutilized sites and pronounced inconsistencies along its street walls. Planning and rezoning initiatives shall provide for land uses for Cambridge Street to become an appropriate transitional street between Beacon Hill and the West End, including mixed-use development. New street walls shall have a consistent setback from the street curbline and, where possible, the street wall line shall be recreated to the scale of the facades on the Beacon Hill side of Cambridge Street, and in designated open spaces through the use of landscape treatment, thus defining a pedestrian-scaled streetscape.
7. Chinatown. Chinatown is one of several small residential districts that make up the southern side of the downtown core. To protect Chinatown from the impact of speculation and displacement, planning and rezoning initiatives shall promote the expansion of its present boundaries, in order to accommodate the critical need for additional residential, commercial, and industrial space. Building massing shall reinforce the existing scale and character of the surrounding buildings with respect to height, width, shape, setback, and horizontal and vertical features.

8. **Bulfinch Triangle.** The Bulfinch Triangle was the regional center of the furniture trade housed in the Victorian brick factories and warehouses, which remain as a cohesive district. The district's distinctive triangular street pattern is reinforced by many similarly massed buildings that emphasize corner features, especially along Merrimac Street. In recent years, a number of these handsome masonry structures have been renovated into office space. Planning and rezoning for the area shall promote a mix of land uses, including office, commercial, retail, and residential uses, and development which reinforces the traditional pattern of blocks and street walls. The majority of a new building's exterior wall shall be set along the sidewalk consistent with the adjacent buildings in order to retain the street's continuity.
9. **The Leather District.** The Leather District is an eight-block area in the downtown separated from Chinatown by the Central Artery. The buildings are generally four to six stories high, and were built of brick and heavy timber construction in the late 19th Century. Artists have recently renovated the area's numerous loft spaces, but the proximity of the area to the heart of the Financial District has piqued the interest of office developers, and demolition and conversion of buildings has occurred. The planning and rezoning goals for this area shall be preservation of its historic character and promotion of its mixed-use nature. Building materials and colors used in facades shall be compatible with the materials used in neighboring structures. Traditional materials such as brick, granite, marble, and limestone shall be used for the facade.
10. **South Station.** The crescent-shaped area around South Station includes a number of major development sites and a major transportation terminal project presently under construction. Excellent transportation access provides the area with the potential for more intensive commercial and parking development than would be appropriate elsewhere in the downtown. Building design shall minimize adverse effects upon the adjacent Chinatown and Leather District Special Study Areas. Building tops shall be shaped with attention to their view against the sky, with all mechanical and rooftop equipment integrated into the overall form. Building massing shall reinforce the existing scale and character of the adjacent Leather District Special Study Area. Planning and rezoning shall proceed in accordance with the Economic Development Area Subdistrict goals and objectives provided for in Section 27D-11(2).
11. **Central Artery.** The Central Artery, with its closely spaced on and off ramps, was built in the early 1950s to provide local access to and from the Financial District. Over the past 30 years, the Artery has become part of an expanded regional highway system, and is now the most significant bottleneck in the entire network. In order to increase vehicle-carrying capacity, eliminate congestion, and improve safety, construction is expected to begin in 1989 to widen and depress the Artery. This construction includes the building of a Third Harbor Tunnel to Logan Airport and a Seaport Access Road to the northern industrial area of South Boston. The depression of the Artery from Congress to Causeway Street represents an extraordinary opportunity to eliminate a major physical barrier through the downtown and to weave the city together once again. Planning and rezoning initiatives shall provide for replacement parking in the segments passing through the

Financial District and Bulfinch Triangle Special Study Areas, affordable low-rise housing adjacent to the North End, the preservation of significant views from the downtown to the waterfront, and new parks and open space along the eastern edge of the Government Center-Market area. The design and development guidelines formulated for this Special Study Area will be strongly influenced by the specific character of each of the Special Study Areas through which the Artery passes.

SECTION 27D-19. Regulations. The Boston Redevelopment Authority may promulgate regulations to administer this article; provided, such regulations shall become effective only upon adoption by the Zoning Commission.

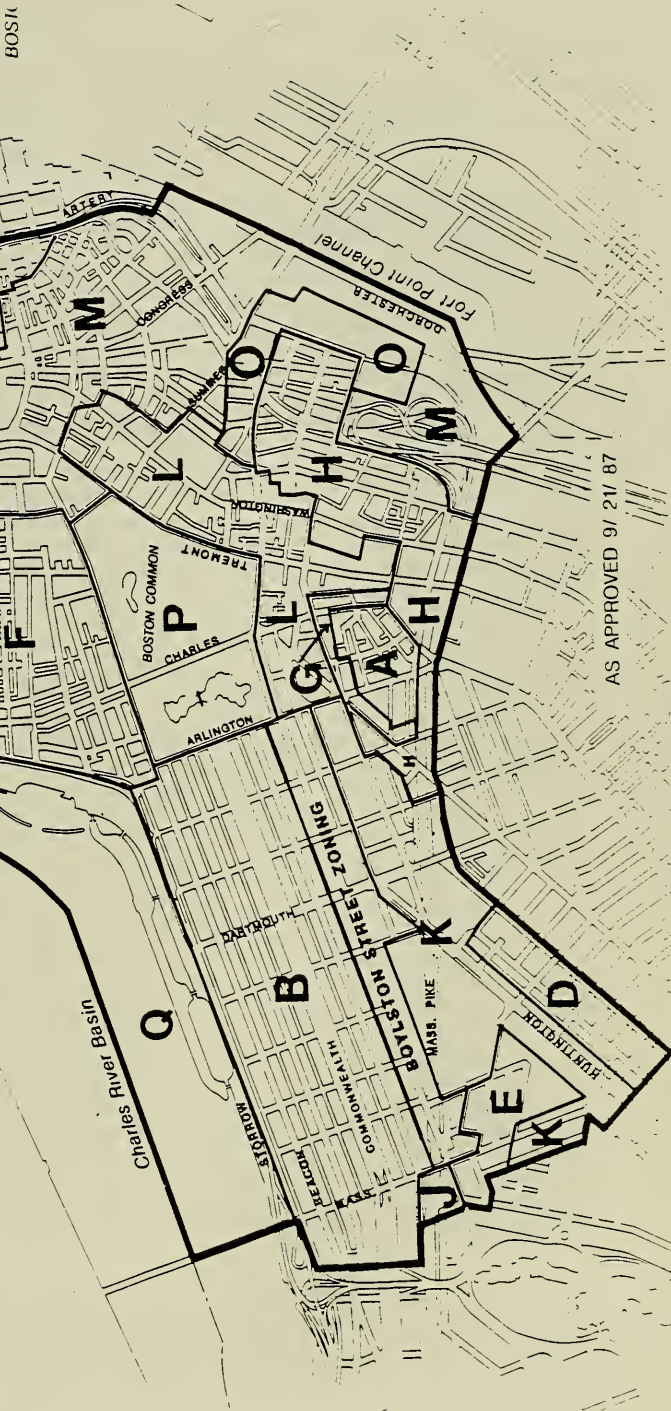
SECTION 27D-20. Severability. The provisions of this article are severable, and if any such provision or provisions shall be held invalid by any decision of any court of competent jurisdiction, such decision shall not impair or otherwise affect any other provision of this article.

CT

| | |
|------------------------|---------|
| Enhanced Height/FAR | N/A |
| | N/A |
| | N/A |
| | N/A |
| | 100'/7 |
| | 155'/10 |
| | 400'/14 |
| | 400'/15 |

NOTE. Where Underlying Zoning contains more restrictive height limits and FARs than Table A, Underlying Zoning shall govern, except in subdistricts I, J, N, and O. (See Section 27D-6.) Height and FARs in subdistricts A and B shall be governed by Underlying Zoning.

•• (pop area which is not within any subdistrict (subject to LEOD permit requirement))



AS APPROVED 9/ 21/ 87

APPENDIX B TO ARTICLE 27D

DOWNTOWN INTERIM PLANNING OVERLAY DISTRICT AND SUBDISTRICTS

The Downtown Interim Planning Overlay District shall consist of the area bounded as follows: from the northwest corner of Charlesgate East and Storrow Memorial Drive easterly along the centerline of Storrow Memorial Drive until Massachusetts Avenue; northerly along the centerline of the Harvard Bridge until the City of Boston boundary line; easterly along the City of Boston boundary line until the Metropolitan District Commission dam; continuing easterly along the City of Boston boundary line along a straight line until the centerpoint of the North Washington Street Bridge; southerly along the centerline of the North Washington Street Bridge until the south seawall; westerly along the seawall for approximately 580 feet; south approximately 80 feet to the line of the existing exterior building wall; east along said line to the centerline of the North Washington Street Bridge; southerly along the centerline of the North Washington Street Bridge and North Washington Street until Blackstone Street; southeasterly along the centerline of Blackstone Street until North Street; easterly along the centerline of North Street until the Fitzgerald Expressway; southerly along the centerline of the Fitzgerald Expressway until the intersection of Atlantic Avenue and Northern Avenue; southeasterly along the centerline of Northern Avenue until the western pierhead and bulkhead line of Fort Point Channel; southwesterly along the western pierhead and bulkhead line of Fort Point Channel and the South Bay until the Broadway Bridge; northwesterly along the centerline of the Broadway Bridge until the centerline of Herald Street; northwesterly along the centerline of Herald Street until the intersection of Herald Street and Tremont Street; westerly along the southern boundary of the railroad right-of-way until the centerline of Columbus Avenue; westerly along the southern boundary of the railroad right-of-way and along the southern boundary of Back Bay Station until Dartmouth Street; northerly along the centerline of Dartmouth Street for a distance of 25 feet; southwesterly along the southern lot line of Copley Place and along the MBTA/Amtrak right-of-way; southwesterly along the centerline of the MBTA/Amtrak right-of-way until a point 100 feet west of Massachusetts Avenue; northwesterly along a parallel route 100 feet west of Massachusetts Avenue until St. Stephen Street; northeasterly along the centerline of St. Stephen Street until Massachusetts Avenue; westerly along the centerline of Westland Avenue until Edgerly Road; northerly along the centerline of Edgerly Road until Haviland Street; westerly along the centerline of Haviland Street until Hemenway Street; northerly along the centerline of Hemenway Street and across Boylston Street to Ipswich Street; northerly in a straight line along the eastern side of Ipswich Street and an extension thereof across the Massachusetts Turnpike Extension to Newbury Street; northwesterly along the centerline of Newbury Street until Charlesgate East; and northeasterly along the centerline of Charlesgate East until Storrow Memorial Drive; provided that, the following area shall be excluded from the Downtown Interim Planning Overlay District:

From the northwesterly corner of St. James Avenue and Arlington Street, northerly along the centerline of Arlington Street to Public Alley No. 438; westerly along Public Alley No. 438 and on extension thereof through the property between Clarendon and Berkeley Streets to Public

Alley No. 439; westerly along Public Alley Nos. 439, 440, 441, 442, 443, and 444 to Massachusetts Avenue; southerly along the centerline of Massachusetts Avenue to Belvidere Street; southeasterly along the centerline of Belvidere Street to St. Cecilia Street; northeasterly along the centerline of St. Cecilia Street to Scotia Street; southeasterly along the centerline of Scotia Street to the centerline of Dalton Street; northerly along Dalton Street to a point and along a parallel route 120 feet south of the southerly sideline of Boylston Street to Exeter Street; southerly along Exeter Street to Huntington Avenue, north-easterly along the centerline of Huntington Avenue to St. James Avenue; and easterly along St. James Avenue to Arlington Street.

The Downtown Interim Planning Overlay District shall have seventeen (17) subdistricts labeled A through Q and bounded as follows:

Subdistrict A

Subdistrict A shall have the following boundaries: from the northwest corner of the intersection of Arlington Street and Piedmont Street easterly along the centerline of Piedmont Street until Church Street; northerly along the centerline of Church Street to Shawmut Street; easterly along the centerline of Shawmut Street and continuing along a straight line until Charles Street South; southerly along the centerline of Charles Street South until Tremont Street; southwesterly along the centerline of Tremont Street until the northern border of the Massachusetts Turnpike; westerly along the northern border of the Massachusetts Turnpike to a point 150 feet east of Berkeley Street; northerly along a parallel route 150 feet east of Berkeley Street until Isabella Street; easterly along the centerline of Isabella Street until the private alley that runs along a parallel route 100 feet south of Columbus Avenue; northeasterly along the center of the private alley that runs a parallel route 100 feet south of Columbus Avenue until the intersection of Arlington Street and Piedmont Street.

Subdistrict B

Subdistrict B shall have the following boundaries: from the northwest corner of Charlesgate East and Storrow Memorial Drive easterly along the centerline of Storrow Memorial Drive until the Arlington Street exit of Storrow Memorial Drive; southerly along the Arlington Street exit of Storrow Memorial Drive until the intersection of the Arlington Street exit of Storrow Memorial Drive and Beacon Street; easterly along Beacon Street until Arlington Street; southerly along the centerline of Arlington Street until Public Alley No. 438; westerly along the centerline of Public Alley No. 438 and on extension thereof through the property between Clarendon and Berkeley Streets to Public Alley No. 439; westerly along the centerline of Public Alley Nos. 439, 440, 441, 442, 443 and 444 to Massachusetts Avenue; northerly along the centerline of Massachusetts Avenue until Newbury Street; westerly along the centerline of Newbury Street until Charlesgate East; and northerly along the centerline of Charlesgate East along a straight line until Storrow Memorial Drive.

Subdistrict C

Subdistrict C shall have the following boundaries: from the northwest corner of Union Street and Hanover Street easterly along the centerline of Hanover Street until Blackstone Street; southeasterly along the centerline of Blackstone Street until North Street; northeasterly along the centerline of North Street until the Fitzgerald Expressway; southeasterly along the centerline of the Fitzgerald Expressway to India Street; northwesterly along the centerline of India Street to State Street; westerly along the centerline of State Street to Chatham Row; northerly along the centerline of Chatham Row to Chatham Street; westerly along the centerline of Chatham Street to the eastern lot line of 60 State Street; northerly along a straight line to the intersection of North Street and Union Street; and northerly along Union Street to Hanover Street.

Subdistrict D

Subdistrict D shall have the following boundaries: from the northeast corner of Public Alley No. 821 and Public Alley No. 820 northeasterly along a parallel route 100 feet north of St. Botolph Street along the centerline of Public Alleys No. 404, No. 403, No. 402 and No. 401 until Harcourt Street; southeasterly along the centerline of Harcourt Street until the MBTA/Amtrak right-of-way; southwestly along the centerline of the MBTA/Amtrak right-of-way in a straight line to a point 100 feet west of Massachusetts Avenue; and northwestly along a parallel route 100 feet west of Massachusetts Avenue along the centerline of Public Alleys No. 823 and No. 820 until the intersection of Public Alley No. 820 and Public Alley No. 821.

Subdistrict E

Subdistrict E has the following boundaries: from the northwest corner of St. Cecilia Street and Scotia Street southeasterly along the centerline of Scotia Street until Dalton Street; southerly along the centerline of Dalton Street until Belvidere Street; southeasterly along the centerline of Belvidere Street until the intersection of Ring Road and Belvidere Street; southwestly along the private alley that is 275 feet north of the northern side of Huntington Avenue until a point that is 75 feet east of Massachusetts Avenue; northerly along a parallel route 75 feet east of Massachusetts Avenue until Clearway Street; northwesterly along the centerline of Clearway Street and continuing along a straight line until Edgerly Road; northerly along the centerline of Edgerly Road until Haviland Street; westerly along the centerline of Haviland Street until Hemenway Street; northerly along the centerline of Hemenway Street until Boylston Street; easterly along the centerline of Boylston Street until Massachusetts Avenue; southerly along the centerline of Massachusetts Avenue until Belvidere Street; southeasterly along the centerline of Belvidere Street until St. Cecilia Street; and northerly along the centerline of St. Cecilia Street until Scotia Street.

Subdistrict F

Subdistrict F shall have the following boundaries: from the intersection of the Arlington Street exit of Storrow Memorial Drive and Embankment Road northeasterly along the centerline of Embankment Road until the elevated M.B.T.A. railroad right-of-way; northerly along the M.B.T.A right-of-way

until the centerline of the westbound lane of Embankment Road; easterly along the centerline of said lane and the centerline of the westbound lane of Charles Street until the intersection of the extension of the centerline of Blossom Street; southerly along the extension of the centerline of Blossom Street until the intersection of Blossom Street and Charles Street; westerly along the centerline of the eastbound lane of Charles Street until a point 100 feet east of Cambridge Street; easterly along a parallel route 100 feet east of Cambridge Street until New Chardon Street; southerly along the centerline of New Chardon Street until Bowdoin Street; southerly along the centerline of Bowdoin Street until Beacon Street; westerly along the centerline of Beacon Street until the Arlington Street exit of Storrow Memorial Drive; northerly along the centerline of the Arlington Street exit of Storrow Memorial Drive until the intersection of the Arlington Street exit of Storrow Memorial Drive and Embankment Road.

Subdistrict G

Subdistrict G shall have the following boundaries: from the intersection of Warrenton Street and Stuart Street southerly along the centerline of Warrenton Street until Warrenton Place; southerly along a line extending from the centerline of Warrenton Street until Tremont Street; westerly along the centerline of Tremont Street until Charles Street South; northerly along the centerline of Charles Street South until an extension of the centerline of Shawmut Street; westerly along the extension of the centerline of Shawmut Street until Church Street; southerly along the centerline of Church Street until Piedmont Street; westerly along the centerline of Piedmont Street until Arlington Street; southwesterly along the private alley that runs along a parallel route 100 feet south of Columbus Avenue until the centerline of Isabella Street; westerly along the centerline of Isabella Street until a point 150 feet east of Berkeley Street; southerly along a parallel route 150 feet east of Berkeley Street until the northern border of the Massachusetts Turnpike; westerly along the northern border of the Massachusetts Turnpike until the centerline of Berkeley Street; northerly along the centerline of Berkeley Street until the centerline of Columbus Avenue; northeasterly along the centerline of Columbus Avenue until the centerline of Stuart Street; easterly along the centerline of Stuart Street until the point of beginning.

Subdistrict H

Subdistrict H shall have the following boundaries: from the northwest corner of Berkeley Street and Stuart Street easterly along the centerline of Stuart Street until Arlington Street; southwesterly along the centerline of Columbus Avenue until Berkeley Street; southerly along the centerline of Berkeley Street until the northern border of the Massachusetts Turnpike; easterly along the northern border of the Massachusetts Turnpike until Tremont Street; northeasterly along Tremont Street and continuing along the centerline of Oak Street West until Washington Street; northerly along the centerline of Washington Street until a point 400 feet north of Oak Street West; westerly for a distance of 200 feet parallel to Oak Street West; northerly along a route 200 feet west of the centerline of Washington Street until Kneeland Street; easterly along the centerline of Kneeland Street until the alley 200 feet east of Washington Street; northerly along the alley 200 feet east of Washington

Street until a point that is 100 feet north of Beach Street and 150 feet east of Washington Street; easterly along a route that is parallel to Beach Street 100 feet north of Beach Street until a point that is 50 feet west of Harrison Avenue; northerly along a route that is parallel to Harrison Avenue 50 feet west of Harrison Avenue until a point that is 150 feet south of Essex Street; easterly along a parallel route 150 feet south of Essex Street until Harrison Avenue; northerly along the centerline of Harrison Avenue until Essex Street; easterly along the centerline of Essex Street until Atlantic Avenue; southerly along the centerline of Atlantic Avenue until Kneeland Street; westerly along the centerline of Kneeland Street until Hudson Street; southerly along the centerline of Hudson Street until Harrison Avenue; southerly along Harrison Avenue until Herald Street; westerly along the centerline of Herald Street until the intersection of Chandler Street and Arlington Street; westerly along the southern border of the railroad right-of-way until the centerline of Columbus Avenue; westerly along a straight line for a distance of 100 feet to a point along the centerline of Clarendon Street and 300 feet south of the centerline of Stanhope Street; northerly along the centerline of Clarendon Street to Stanhope Street; easterly along the centerline of Stanhope Street until Berkeley Street; and northerly along the centerline of Berkeley Street until Stuart Street.

Subdistrict I

Subdistrict I shall have the following boundaries: from the northwest corner of Staniford Street and Causeway Street northeasterly along the centerline of Causeway Street until the intersection of North Washington Street and Commercial Street; southerly along the centerline of North Washington Street until the intersection of Blackstone Street and New Chardon Street; westerly along the centerline of New Chardon Street until Merrimac Street; north-westerly along the centerline of Merrimac Street until Staniford Street; and northerly along the centerline of Staniford Street until Causeway Street.

Subdistrict J

Subdistrict J shall have the following boundaries: from the northwest corner of Boylston Street and Hemenway Street northerly in a straight line along the eastern side of Ipswich Street and continuing in a straight line across the Massachusetts Turnpike Extension to Newbury Street; southeasterly along the centerline of Newbury Street until Massachusetts Avenue; southerly along the centerline of Massachusetts Avenue until Boylston Street; westerly along the centerline of Boylston Street until Hemenway Street.

Subdistrict K

Subdistrict K shall have the following boundaries: from the corner of Stuart Street and Arlington Street westerly along the centerline of Stuart Street until Berkeley Street; southerly along the centerline of Berkeley Street until Stanhope Street; southwesterly along the centerline of Stanhope Street until Clarendon Street; southerly along the centerline of Clarendon Street for a distance of 300 feet; westerly along the southern border of Back Bay Station until Dartmouth Street; northerly along the centerline of Dartmouth Street for a distance of 25 feet; southwesterly along the southern lot line of Copley

Place and along the centerline of the MBTA/Amtrak right-of-way until Harcourt Street; northwesterly along the centerline of Harcourt Street until Public Alley No. 401; southwesterly along the centerline of Public Alleys No. 401, No. 402, No. 403, No. 404 and along a straight line across Massachusetts Avenue for a distance of 100 feet west of Massachusetts Avenue until Public Alley No. 820; northwesterly along the centerline of Public Alley No. 820 along a parallel route 100 feet west of Massachusetts Avenue until St. Stephen Street; northeasterly along the centerline of St. Stephen Street until Massachusetts Avenue; westerly along the centerline of Westland Avenue until Edgerly Road; northerly along the centerline of Edgerly Road until Norway Street and continuing along Edgerly Road for a distance of 150 feet north of Norway Street; southeasterly along a straight line until Clearway Street; southeasterly along the centerline of Clearway Street to a point 75 feet east of Massachusetts Avenue; southerly along a parallel route 75 feet east of Massachusetts Avenue until the eastern extension of St. Stephen Street; easterly along a parallel route 275 feet north of Huntington Avenue until Belvidere Street; northwesterly along the centerline of Belvidere Street until Dalton Street; northerly along the centerline of Dalton Street until a point 120 feet south of Boylston Street; easterly along a parallel route 120 feet south of Boylston Street until Exeter Street; southerly along Exeter Street until Huntington Avenue; northeasterly along the centerline of Huntington Avenue until St. James Avenue; and easterly along the centerline of St. James Avenue until Arlington Street; southerly along Arlington Street until Stuart Street.

Subdistrict L

Subdistrict L shall have the following boundaries: from the intersection of Milk Street and Washington Street northerly until School Street; westerly along the central line of School Street until Tremont Street; southerly along the central line of Tremont Street until Boylston Street; westerly along the central line of Boylston Street until Arlington Street; southerly along the central line of Arlington Street until Stuart Street; easterly along the central line of Stuart Street until Warrenton Street; southerly along the central line of Warrenton Street until Warrenton Place; southerly along an extension of the centerline of Warrenton Street until Tremont Street; easterly along the central line of Tremont Street and continuing along the central line of Oak Street west until Washington Street; northerly along the centerline of Washington Street until a point 400 feet north of Oak Street west; westerly for a distance of 200 feet parallel to Oak Street west; northerly along a route 200 feet west of the centerline of Washington Street until Kneeland Street; easterly along the central line of Kneeland Street until the alley 200 feet east of Washington Street; northerly along the alley 200 feet east of Washington Street until a point that is 100 feet north of Beach Street and 150 feet east of Washington Street; easterly along a route that is parallel to Beach Street 100 feet north of Beach Street until a point that is 50 feet west of Harrison Avenue; northerly along a route that is parallel to Harrison Avenue 50 feet west of Harrison Avenue until a point that is 150 feet south of Essex Street; easterly along a parallel route 150 feet south of Essex Street until Harrison Avenue; northerly along the central line of Harrison Avenue until Essex Street; easterly along the central line of Essex Street until Chauncy Street; northeasterly along the centerline of Chauncy Street until Bedford Street; southeasterly along the centerline of Bedford Street until a point 125 feet south of

Chauncy Street; northeasterly along a parallel route 125 feet south of Chauncy Street until Summer Street; northwesterly along the central line of Summer Street until Hawley Street; northeasterly along the central line of Hawley Street until Milk Street; westerly along the central line of Milk Street until Washington Street.

Subdistrict M

Subdistrict M shall have the following boundaries: from the corner of Tremont Street and Park Street northerly along the centerline of Park Street until Beacon Street; easterly along the centerline of Beacon Street until Bowdoin Street; northerly along the centerline of Bowdoin Street and along the centerline of New Chardon Street until a point 100 feet north of Cambridge Street; westerly along a parallel route 100 feet north of Cambridge Street until Charles Street; easterly along the centerline of the eastbound lane of Charles Street until Blossom Street; northerly along an extension of the centerline of Blossom Street to the centerline of Charles Street; northeasterly along the centerline of Charles Street until Martha Road; easterly along the centerline of Martha Road until Lomasney Way; southeasterly along the centerline of Lomasney Way until Merrimac Street; southeasterly along the centerline of Merrimac Street until New Chardon Street; easterly along the centerline of New Chardon Street until Blackstone Street; southeasterly along the centerline of Blackstone Street until Hanover Street; southwesterly along the centerline of Hanover Street until Union Street; southerly along the centerline of Union Street until North Street; southerly along a straight line from the intersection of Union Street and North Street until the eastern lot line of 60 State Street and Chatham Street; easterly along the centerline of Chatham Street until Chatham Row; southerly along Chatham Row until the centerline of State Street; easterly along State Street until India Street; southeasterly along the centerline of India Street until the centerline of the Fitzgerald Expressway; southerly along the centerline of the Fitzgerald Expressway until the intersection of Atlantic Avenue and Northern Avenue; southeasterly along the centerline of Northern Avenue until the western pierhead and bulkhead line of Fort Point Channel; southwestwesterly along the western pierhead and bulkhead line of Fort Point Channel until the Broadway Bridge; northwesterly along the centerline of the Broadway Bridge until the centerline of Herald Street; northwesterly along the centerline of Herald Street until Harrison Avenue; generally northerly along the centerline of Harrison Avenue until Hudson Street; northerly along the centerline of Hudson Street until Kneeland Street; easterly along the centerline of Kneeland Street for a distance of 550 feet; southerly for 600 feet in a line parallel to the centerline of Hudson Street; easterly for a distance of 700 feet in a line parallel to the centerline of Kneeland Street until the eastern border of the railroad tracks right-of-way; northerly along the eastern border of the railroad tracks right-of-way until the southern lot line of the Stone and Webster Building; westerly along the southern lot line of the Stone and Webster Building until the easternmost boundary of South Station; northeasterly along the lot line of South Station until Summer Street; westerly along the centerline of Summer Street until the terminus of High Street; westerly along the centerline of Bedford Street until 100 feet east of Chauncy Street; northerly along a parallel line 100 feet east of Chauncy Street until Summer Street; westerly along the centerline of Summer Street until Hawley Street; northeasterly along the centerline of Hawley Street until Milk Street;

westerly along Milk Street until Washington Street; northerly until School Street; westerly along the centerline of School Street until Tremont Street; southwesterly along the centerline of Tremont Street until Park Street.

Subdistrict N

Subdistrict N shall have the following boundaries: from the intersection of the North Washington Street Bridge and Causeway Street southwesterly along Causeway Street until the intersection of Staniford Street and Causeway Street; northwesterly along the centerline of Lomasney Way until Martha Road; westerly along the centerline of Martha Road until Charles Street; northeasterly from this point and along a straight line from the centerline of Charles Street until the centerline of the MBTA railroad right-of-way; westerly along the centerline of the MBTA right-of-way until an intersection with the water's edge of the Charles River; following the water's edge in a generally northerly direction until an intersection with the seawall; thence following the seawall until the North-South Fitzgerald Expressway; southeasterly along the North-South Fitzgerald Expressway until a point 580 feet west of the intersection of the seawall and the North Washington Street Bridge and continuing southeasterly for a distance of 80 feet to the line of the existing exterior building wall; east along said line to the centerline of the North Washington Street Bridge; southerly along the centerline of the North Washington Street Bridge to Causeway Street.

Subdistrict O

Subdistrict O shall have the following boundaries: from the northwest corner of Kneeland Street and Atlantic Avenue northerly along Atlantic Avenue until Essex Street; westerly along the centerline of Essex Street until Chauncy Street; northerly along the centerline of Chauncy Street until Bedford Street; easterly along the centerline of Bedford Street until Summer Street; easterly along the centerline of Summer Street until the easternmost boundary of South Station; southerly along the eastern lot line of South Station for a distance of 275 feet; easterly in a straight line along the southern side of the Stone and Webster Building until the easternmost boundary of the railroad right-of-way; southward along the easternmost boundary of the railroad right-of-way for a distance of 1,400 feet; westerly for 700 feet in a line parallel to Kneeland Street; northerly along a parallel route 550 feet east of Hudson Street until Kneeland Street; and easterly along the centerline of Kneeland Street until Atlantic Avenue.

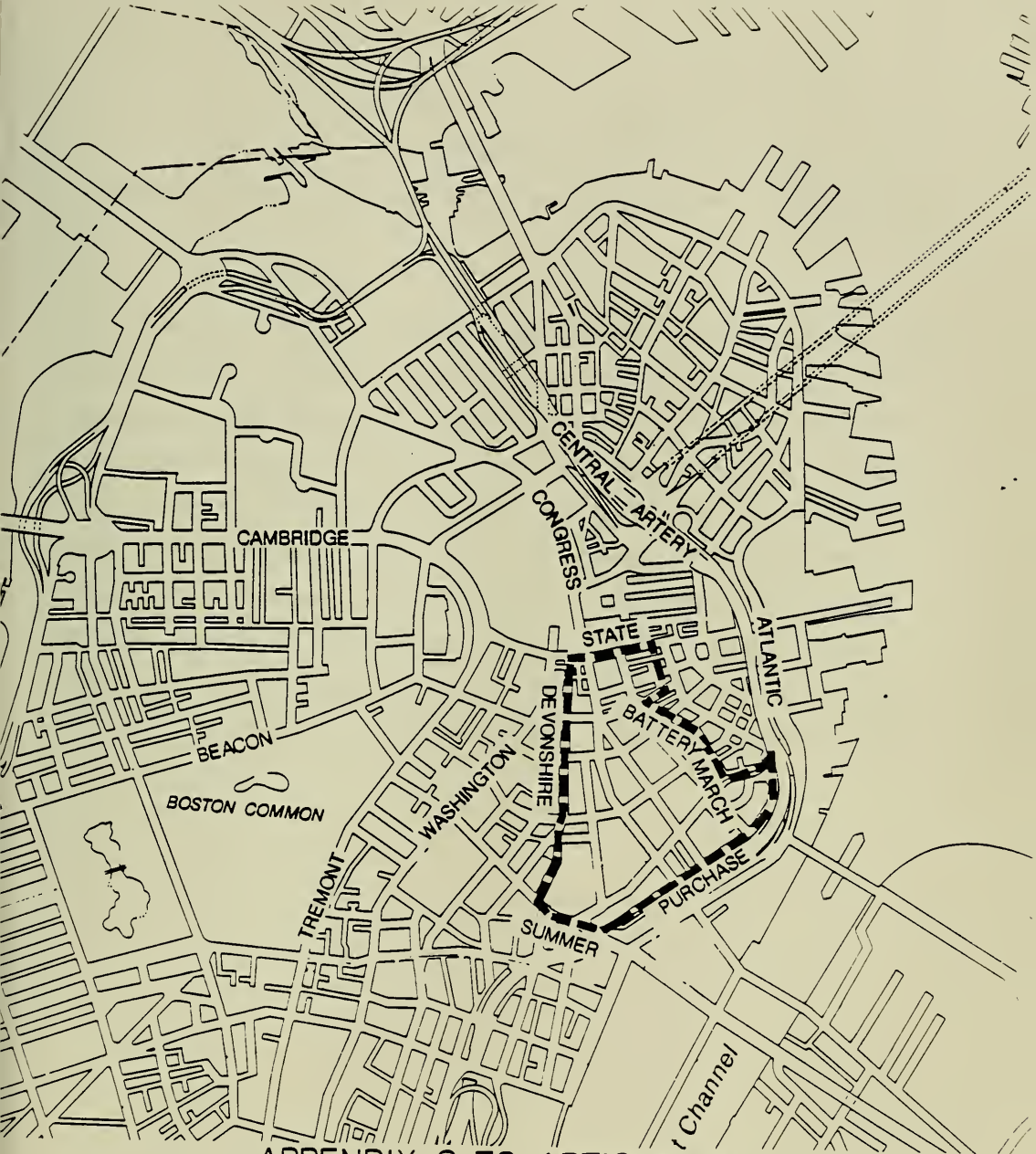
Subdistrict P

Subdistrict P shall have the following boundaries: from the intersection of Arlington Street and Beacon Street easterly along the centerline of Beacon Street until Park Street; southeasterly along the centerline of Park Street until Tremont Street; southwesterly along the centerline of Tremont Street until Boylston Street; westerly along the centerline of Boylston Street until Arlington Street; and northerly along the centerline of Arlington Street until Beacon Street.

Subdistrict Q

Subdistrict Q shall have the following boundaries: from the intersection of Massachusetts Avenue and Storrow Memorial Drive northerly along the centerline of the Harvard Bridge until the City of Boston boundary line; easterly along the City of Boston boundary line until the southwestern lot line of the so-called Boston Museum of Science property; southeasterly along the perimeter of said property and continuing along the perimeter of said property until the intersection of the City of Boston boundary line and the north-eastern lot of said property; easterly along the City of Boston boundary line along a straight line until the seawall; southerly and easterly along the seawall until the intersection of the City of Boston boundary line; then easterly along the City of Boston boundary line until the centerline of the North Washington Street Bridge; southerly along the centerline of the North Washington Street Bridge until the intersection of the bridge and the south seawall; westerly along the seawall for approximately 580 feet to the centerline of the North-South Fitzgerald Expressway; northwesterly along the centerline of the North-South Fitzgerald Expressway until the seawall; westerly along the seawall until the intersection of the seawall and the water's edge of the Charles River; westerly and southwestwardly along the water's edge until the M.B.T.A. railroad right-of-way; southeasterly along the M.B.T.A. railroad right-of-way until an extension of the centerline of Charles Street; southeasterly along the extension of the centerline of Charles Street and along the centerline of Charles Street until an extension of the centerline of Blossom Street; northerly along the extension of the centerline of Blossom Street until the centerline of the westbound lane of Charles Street; westerly along the centerline of the westbound lane of Charles Street and Embankment until the M.B.T.A right-of-way; southerly along the M.B.T.A right-of-way until the centerline of Embankment Road; southwestwardly along the centerline of Embankment Road until Storrow Memorial Drive; and westerly along the centerline of Storrow Memorial Drive until the centerline of Massachusetts Avenue.





APPENDIX C TO ARTICLE 27D
DOWNTOWN INTERIM PLANNING OVERLAY DISTRICT

AREA IN WHICH PLANNED DEVELOPMENT AREAS MAY BE PERMITTED

APPENDIX D TO ARTICLE 27D
DOWNTOWN INTERIM PLANNING OVERLAY DISTRICT
AREA IN WHICH A PLANNED DEVELOPMENT AREA MAY BE PERMITTED

The boundaries in which a Planned Development Area may be permitted in the Financial District shall be: From the northwest corner of State Street and Devonshire Street easterly along State Street until a point 50 feet east of Kilby Street; southerly along a parallel route 50 feet east of Kilby Street until a point on Water Street 50 feet east of Batterymarch Street; westerly on Water Street until Batterymarch Street; southeasterly along Batterymarch Street until High Street; easterly along High Street until Purchase Street; southerly and southwesterly along Purchase Street until Summer Street; northwesterly along Summer Street until Devonshire Street; northerly along Devonshire Street until the northwest corner of Devonshire and State Street.

HOUSING PRIORITY AREAS

APPENDIX E TO ARTICLE 27D



9/21/87

APPENDIX F TO ARTICLE 27D

DOWNTOWN INTERIM PLANNING OVERLAY DISTRICT

HOUSING PRIORITY AREAS

1. Leather District Housing Priority Area: From the intersection of Kneeland Street and the Fitzgerald Expressway easterly along the centerline of Kneeland Street until the centerline of Atlantic Avenue; northerly along the centerline of Atlantic Avenue until the centerline of Essex Street; westerly along the centerline of Essex Street until the Fitzgerald Expressway; southerly along the Fitzgerald Expressway until the point of beginning.
2. Chinatown Business District Housing Priority Area: From the intersection of Essex Street and the Fitzgerald Expressway southwesterly along the centerline of the Fitzgerald Expressway until Beach Street; northwesterly along the centerline of Beach Street until Hudson Street; southwesterly along the centerline of Hudson Street until Kneeland Street; westerly along the centerline of Kneeland Street until Knapp Street; northwesterly along the centerline of Knapp Street until Beach Street; northerly along a parallel route 100 feet west of Washington Street until a point 200 feet south of the Essex Street streetline; easterly along a route 200 feet south of the Essex Street streetline until Harrison Avenue; northerly along Harrison Avenue until the centerline of Essex Street; northeasterly along the centerline of Essex Street until the Fitzgerald Expressway.
3. Chinatown-Bay Village Housing Priority Area: From the intersection of Hudson and Kneeland Street southerly along the Surface Artery until Albany Street; southerly along Albany Street until the centerline of Herald Street; northwesterly along the centerline of Herald Street until the intersection of Herald Street and Tremont Street; from the intersection of Herald Street and Tremont Street westerly along the southern edge of the Amtrak/Massachusetts Bay Transportation Authority commuter rail right-of-way until the centerline of Cazenove Street; northerly along the centerline of Cazenove Street until Columbus Avenue; northerly along the centerline of Columbus Avenue until Stuart Street; easterly along the centerline of Stuart Street until Kneeland Street; easterly along the centerline of Kneeland Street until the point of beginning.

APPENDIX Q TO ARTICLE 27D
Downtown Interim Planning Overlay District

SPECIAL STUDY AREAS

- 1 HUNTINGTON AVE / PRUDENTIAL
- 2 MIDTOWN/ CULTURAL DISTRICT
- 3 FINANCIAL DISTRICT
- 4 GOVERNMENT CENTER/ MARKETS
- 5 NORTH STATION
- 6 CAMBRIDGE STREET
- 7 CHINATOWN
- 8 BULFINCH TRIANGLE
- 9 LEATHER DISTRICT
- 10 SOUTH STATION
- 11 CENTRAL ARTERY

— BOUNDARY LINES DIVIDING SPECIAL STUDY AREAS
 --- CULTURAL DISTRICT
 Central Artery Special Study Area



APPENDIX H TO ARTICLE 27D

DOWNTOWN INTERIM PLANNING OVERLAY DISTRICT SPECIAL STUDY AREAS

Within the Downtown IPOD Study Area, eleven (11) Special Study Areas shall be established. The approximate boundaries of each Special Study Area are as follows.

1. **Huntington Avenue/Prudential Center:** From the intersection of Boylston Street and Dalton Street easterly along the centerline of Boylston Street until the intersection of Boylston Street and Exeter Street; southerly along the centerline of Exeter Street until the intersection of Exeter Street and Huntington Avenue; northeasterly along the centerline of Huntington Avenue until the centerline of Dartmouth Street; northerly along the centerline of Dartmouth Street until the centerline of Stuart Street; northwesterly along the centerline of Stuart Street for a distance of approximately 400 feet until an extension of the centerline of Public Alley #401; westerly along the centerline of Public Alley #401, Public Alley #402, Public Alley #403, and Public Alley #404, southerly along the centerline of Public Alley #820 and until the intersection of Public Alley #820 and St. Botolph Street; westerly along the centerline of St. Botolph Street until the centerline of Massachusetts Avenue; northerly along the centerline of Massachusetts Avenue until the centerline of Huntington Avenue; easterly along the centerline of Huntington Avenue until the intersection of Huntington Avenue and Belvidere Street; northerly thence northwesterly along the centerline of Belvidere Street until the centerline of Dalton Street; northerly along the centerline of Dalton Street until the centerline of Boylston Street at the intersection of Dalton Street and Boylston Street.
2. **Midtown/Cultural District:** From the intersection of Boylston Street and Arlington Street southeasterly along the centerline of Boylston Street until the centerline of Tremont Street; northerly along the centerline of Tremont Street until the intersection of Tremont Street and School Street; southeasterly along School Street until the centerline of Washington Street; southwesterly along the centerline of Washington Street until the intersection of Washington Street and Milk Street; southeasterly along Milk Street until the northeast extension of the centerline of Hawley Street; southwesterly along the extension of the centerline of Hawley Street and the centerline of Hawley Street until the intersection of Hawley Street and Summer Street; southerly along Summer Street for approximately 350 feet; westerly in a straight line for approximately 500 feet until the centerline of Bedford Street; southeasterly along the centerline of Bedford Street until the intersection of Bedford, Summer, High and South Streets; westerly in a straight line for approximately 458 feet until the intersection of Essex Street and Lincoln Street; northwesterly along the centerline of Essex Street until the intersection of Essex Street and Chauncy Street; southerly for approximately 175 feet along the centerline of Harrison Avenue; westerly for a distance of approximately 237.5 feet; southerly for a distance of 450 feet; westerly along the centerline of Kneeland Avenue for a distance of approximately 560 feet; southwesterly approximately 600 feet to the southeasterly

corner of the Tufts N.E.M.C. Parking Garage; southerly approximately 175 feet to the centerline of Washington Street; westerly along the centerline of Washington Street until the intersection of Washington Street and Oak Street; northwesterly along Oak Street and Tremont Street until the intersection of Tremont Street and Charles Street South; northeasterly along the centerline of Charles Street until the intersection of Charles Street South and Stuart Street; westerly along the centerline of Stuart Street until the intersection of Columbus Avenue, Stuart Street and Arlington Street; northerly along the centerline of Arlington Street until the intersection of Arlington Street and Boylston Street.

3. **Financial District:** From the intersection of Tremont Street and School Street easterly along the centerline of Tremont Street until the intersection of Tremont Street and Court Street; southeasterly along the centerline of Court Street until the intersection of Court Street and Washington Street; southerly along the centerline of Washington Street for a distance of approximately 700 feet; easterly in a straight line for a distance of approximately 600 feet until the intersection of Kilby Street and State Street; southerly along Kilby Street until Liberty Square; southeasterly across Liberty Square and to the centerline of Batterymarch Street; southeasterly until the intersection of Batterymarch Street and High Street; easterly until the centerline of the Central Artery; southerly until the centerline of Northern Avenue; southeasterly along the centerline of Northern Avenue; southeasterly along the centerline of Northern Avenue until the Pierhead line; southwesterly along the Pierhead line, until a point 225 feet past the centerline of Summer Street; northwesterly until the southeastern boundary of South Station; northeasterly until the centerline of Summer Street; northwesterly along the centerline of Summer Street until the intersection of Summer Street, High Street and Bedford Street; northwesterly along the centerline of Bedford Street until a point 100 feet southeast of the centerline of Chauncy Street; northeasterly along a parallel 100 feet southeast of Chauncy Street until the centerline of Summer Street; northwesterly along the centerline of Summer Street until the intersection of Summer Street and Hawley Street; northeasterly along the centerline of Hawley Street until the corner of Hawley and Milk Streets; northwesterly along the centerline of Milk Street until the intersection of Milk Street and Washington Street; northeasterly along the centerline of Washington Street until the intersection of Washington Street and School Street; westerly along the centerline of School Street until the intersection of School and Tremont Street; however, excluding any area described in Special Study Area #11.
4. **Government Center/Markets:** From the intersection of Beacon Street and Tremont Street northwesterly and westerly along the centerline of Beacon Street until the intersection of Beacon Street and Bowdoin Street; northerly along the centerline of Bowdoin Street until the intersection of Bowdoin Street and Cambridge Street; westerly along the centerline of Cambridge Street until the intersection of Cambridge Street and Staniford Street; northerly along the centerline of Staniford Street until the intersection of Staniford Street and Merrimac Street; southeasterly along the centerline of Merrimac Street until the intersection of Merrimac Street and New Chardon Street; easterly along the centerline of New Chardon Street until the centerline of the Fitzgerald Expressway; southerly along the Fitzgerald Expressway until the centerline of High

Street; westerly along the centerline of High Street until the centerline of High Street and Batterymarch Street; northwesterly along the centerline of Batterymarch Street until Liberty Square; northerly across Liberty Square to the centerline of Kilby Street; northerly along Kilby Street until the intersection of Kilby Street and State Street; westerly for a distance of approximately 600 feet until the centerline of Washington Street; northerly along the centerline of Washington Street until the intersection of Washington Street and Court Street; westerly along the centerline of Court Street until the intersection of Court Street and Tremont Street; southwesterly along the centerline of Tremont Street until the intersection of Tremont Street and Beacon Street; however, excluding any area described in Special Study Area #11.

5. North Station: From the intersection of Lomasney Way and Causeway Street northerly along the centerline of Lomasney Way until the intersection of Lomasney Way and Martha Road; northwesterly along the centerline of Martha Road until the intersection of Martha Road and Charles Street; easterly along an extension of the centerline of Charles Street until an extension of the centerline of the MDC Dam; northwesterly along the centerline of the MDC Dam until the City of Boston boundary line; easterly along the boundary line until the centerline of the North Washington Street Bridge; southerly along the centerline of the North Washington Street Bridge and Washington Street until the intersection of Washington Street and Causeway Street; southwesterly along the centerline of Causeway Street until the intersection of Causeway Street and Lomasney Way; however, excluding any area described in Special Study Area #11.
6. Cambridge Street: From the intersection of Cambridge Street and Staniford Street northerly along the centerline of Staniford Street for a distance of approximately 212 feet; northwesterly 2,100 feet until the centerline of the northeastern ramp at George Washington Circle; southeasterly 725 feet; southwesterly 2,500 feet until the centerline of Temple Street; northerly along the centerline of Temple Street until the intersection of Staniford Street and Cambridge Street.
7. Chinatown: From the intersection of Tremont Street and Oak Street West southeasterly along the centerline of Oak Street until the intersection of Oak Street and Washington Street; northerly 375 feet along the centerline of Washington Street; northwesterly until the southeastern boundary of the Tufts N.E.M.C. Parking Garage for a distance of approximately 175 feet; northerly 565 feet until the centerline of Kneeland Street; southeasterly along Kneeland Street for a distance of approximately 600 feet; northerly 450 feet; easterly until the centerline of Harrison Avenue; northerly along the centerline of Harrison Avenue until the intersection of Essex Street and Chauncy Street; easterly along the centerline of Essex Street until the intersection of Essex Street and Lincoln Street; southwesterly along the centerline of Surface Road and the Fitzgerald Expressway until the intersection of Surface Road, the Fitzgerald Expressway and Kneeland Street; westerly along the centerline of Kneeland Street until the centerline of Hudson Street; southerly along Hudson Street until the centerline of Marginal Road; northerly along the centerline of Shawmut Avenue until the intersection of Shawmut Avenue, Oak Street West, and Tremont Street.

8. **Bulfinch Triangle:** From the intersection of Lomasney Way and Causeway Street northeasterly along the centerline of Causeway Street until the intersection of Causeway Street and Washington Street; southwesterly along the centerline of Washington Street until the intersection of Blackstone Street and New Chardon Street; southwesterly along the centerline of New Chardon Street until the intersection of New Chardon Street and Merrimac Street; northwesterly along the centerline of Merrimac Street until the intersection of Merrimac Street and Staniford Street; northwesterly along the centerline of Staniford Street until the intersection of Lomasney Way and Causeway Street; however, excluding any area described in Special Study Area #11.
9. **Leather District:** From the intersection of Essex Street and Lincoln Street easterly along the centerline of Essex Street until the centerline of Atlantic Avenue; southwesterly along the centerline of Atlantic Avenue until the intersection of Atlantic Avenue and Kneeland Street; northwesterly along the centerline of Kneeland Street until the intersection of Kneeland Street and Hudson Street; northeasterly along the centerline of Hudson Street until the intersection of Hudson Street and Beach Street; southwesterly along the centerline of Beach Street until the intersection of Beach Street and Surface Road; northeasterly along the centerline of Surface Road until the intersection of Lincoln Street and Essex Street.
10. **South Station:** From the intersection of Essex Street and Lincoln Street northeasterly 475 feet until the intersection of High Street and Summer Streets; easterly along the centerline of Summer Street for approximately 875 feet until an extension of the southeastern property line of South Station; southwesterly 325 feet along said extension and said property line; southeasterly 150 feet until a point 50 feet west of the Amtrak railroad right-of-way; southwesterly 1,300 feet; northwesterly 750 feet; northeasterly until the centerline of Kneeland Street; southeasterly along the centerline of Kneeland Street until the intersection of Kneeland Street and Atlantic Avenue; northeasterly along the centerline of Atlantic Avenue until the centerline of Essex Street; westerly along Essex Street until the intersection of Lincoln Street and Essex Street.
11. **Central Artery:** From the intersection of Congress Street and Purchase Street easterly along Purchase Street until the intersection of Purchase Street and Oliver Street; northerly along the western edge of the Central Artery right of way until the intersection of the Central Artery right of way and State Street; northwesterly along the western edge of Central Artery right of way and the North-South Fitzgerald Expressway, until the intersection of the East-West Fitzgerald Expressway; easterly for 200 feet across the North-South Fitzgerald Expressway to the eastern edge of the right of way; southeasterly along the eastern edge of the Fitzgerald Expressway right of way until the intersection of the Fitzgerald Expressway, State Street, and Atlantic Avenue; southerly along the eastern edge of the Central Artery right of way until the intersection of Atlantic Avenue, Northern Avenue and the U.S. Customs Building; southwesterly along Atlantic Avenue until the intersection of Atlantic Avenue and Congress Street; northwesterly along the centerline of Congress Street until the intersection of Congress Street and Purchase Street.

Richard B. Foster

Chairman

Vice ChairmanAnna Maria PercyMartha Bernard WelshRobert L. LandonJohn M. McLaughlinEdward J. D'AgostinoJohn M. Watson

In Zoning Commission

Adopted September 21, 1987

Attest:

Marguerite Hildebrand
SecretaryRaymond L. Flynn
Mayor, City of Boston

Date:

9/25/87

The foregoing amendment was presented to the Mayor on September 23, 1987, and was signed by him on September 25, 1987, whereupon it became effective on September 25, 1987, in accordance with the provisions of Section 3 of Chapter 665 of the Acts of 1956.

Attest:

Marguerite Hildebrand
Secretary

APPENDIX D

Article 31-Boston Zoning Code

TEXT AMENDMENT NO. 100
THE COMMONWEALTH OF MASSACHUSETTS
CITY OF BOSTON
IN ZONING COMMISSION

EFFECTIVE
January 4, 1988[†]

The Zoning Commission of the City of Boston, acting under Chapter 665 of the Acts of 1956 as amended, after due report, notice, and hearing does hereby amend the Boston Zoning Code as follows:

By inserting after Article 30 the following article:

ARTICLE 31
DEVELOPMENT REVIEW REQUIREMENTS

SECTION 31-1. Statement of Purpose. The purposes of this article are to institute a process for the review of large-scale development projects; to afford the public the opportunity to review and comment on development proposals; to achieve the transportation goals of the City of Boston; to mitigate the impact of new development on the city's transportation network and on adjacent residential neighborhoods; to improve pedestrian and vehicular circulation and access; to promote measures which lower the number of vehicle trips generated by large-scale development projects; to lessen traffic disruption and pedestrian inconvenience during construction; to encourage the efficient use of parking resources; to maintain a healthy and safe environment; to provide ample access to light and air; to encourage the most appropriate use of land; to improve the overall quality of development; to protect and improve air and water quality; to improve the pedestrian environment; to protect and enhance the urban design qualities of Boston; to encourage the construction of buildings of special architectural character that contribute to Boston's urban environment; to maintain and improve a healthy economy by augmenting the city's attractiveness as a place to do business and to visit; to encourage development that is in harmony with its surroundings; to improve the physical environment and thereby enhance the value of property within the city; to ensure that new development is compatible with the existing traditional scale and character of Boston; to encourage new buildings and public spaces which are designed to enhance Boston's system of parks, squares, walkways, and active shopping streets; to ensure the replacement of affordable housing lost as a result of redevelopment with new units affordable to low- and moderate-income families; to assess the demand for infrastructure services; to provide utility systems adequate to the needs of consumers; to ensure compliance with the intent and purpose of this code; and to promote efficiency in the administration of this code. .

[†]Date of public notice: July 11, 1987 (see St. 1956, c. 665, s. 5).

SECTION 31-2. Definitions. For the purposes of this article only, the following words and phrases, when capitalized, shall have the meanings indicated.

1. "Applicant" shall mean any person or entity having a legal or equitable interest in a Proposed Project subject to the provisions of this article, as set forth in Section 31-4, or the authorized agent of any such person or entity.
2. "Impact Area" shall mean the geographic district within which an impact on the Transportation Network can be reasonably attributed to the Proposed Project under review.
3. "Level of Service" shall mean the functional capacity of a traffic intersection as measured by the ratio between the volume of vehicles passing through the intersection and the capacity of the intersection, or by the average delay per vehicle passing through the intersection.
4. "Proposed Project" shall mean the erection or extension of any structure or part thereof, or the change of use of any structure or land, for which the Applicant is required to obtain a building or use permit.
5. "Transportation Access Plan" shall mean a document prepared in accordance with Section 31-6 which identifies the impact on the Transportation Network of a Proposed Project and describes proposed mitigation and monitoring measures.
6. "Transportation Network" shall mean the elements of the publicly-owned facilities and accessible ways within the Impact Area of the Proposed Project, as set forth pursuant to Section 31-6, and all aspects of operation and maintenance of such ways and facilities.
7. "Zoning Relief" shall mean any zoning variance, exception, conditional use permit, interim planning permit, or zoning map or text change, or any other relief granted by the Zoning Commission or the Board of Appeal.

SECTION 31-3. Physical Boundaries. This article shall be applicable only in the Downtown/Northern Avenue Corridor Area, which shall consist of the area bounded as follows: from the northwest corner of Charlesgate East and Storrow Memorial Drive; easterly along the centerline of Storrow Memorial Drive until Massachusetts Avenue; northerly along the centerline of the Harvard Bridge until the City of Boston boundary line; easterly along the City of Boston boundary line until the Metropolitan District Commission dam; continuing easterly along the City of Boston boundary line along a straight line until the centerpoint of the North Washington Street Bridge; southerly along the centerline of the North Washington Street Bridge until the intersection of the bridge and the sea wall; westerly along the sea wall until a point 400 feet north of Causeway Street at the centerpoint of the North/South Fitzgerald Expressway; southerly along the centerline of the Fitzgerald Expressway until the Causeway; easterly along the centerline of the Causeway

until North Washington Street; southerly along the centerline of North Washington Street until Blackstone Street; southeasterly along the centerline of Blackstone Street until North Street; easterly along the centerline of North Street until the Fitzgerald Expressway; southerly along the centerline of the Fitzgerald Expressway until the intersection of Atlantic Avenue and Northern Avenue; easterly along the centerline of Northern Avenue until the western edge of the Fort Point Channel; northerly along an extension of the edge of the Fort Point Channel until the pierhead and bulkhead line; easterly along the pierhead and bulkhead line until an extension of the western edge of the Boston Fish Pier (Pier 6); southerly along the extension of the western edge of the Boston Fish Pier (Pier 6) until the centerline of Summer Street; westerly along the centerline of Summer Street until the centerline of Atlantic Avenue; southerly along the centerline of Atlantic Avenue until the intersection of the southern most point of the pierhead and bulkhead line and the eastern border of Dorchester Avenue; southwesterly along a straight line for a distance of 1,275 feet until the intersection of Herald Street and the Fitzgerald Expressway; northwesterly along the centerline of Herald Street until the intersection of Herald Street and Tremont Street; westerly along the southern boundary of the railroad right-of-way until Columbus Avenue; westerly from the intersection of Columbus Avenue and the southern boundary of the railroad right-of-way along the southern boundary of Back Bay Station until Dartmouth Street; northerly along the centerline of Dartmouth Street until the intersection of Dartmouth Street and the Conrail right-of-way; southwesterly along the centerline of the Conrail right-of-way until a point 100 feet west of Massachusetts Avenue; northwesterly along a parallel route 100 feet west of Massachusetts Avenue until St. Stephen Street; northeasterly along the centerline of St. Stephen Street until Massachusetts Avenue; westerly along the centerline of Westland Avenue until Edgerly Road; northerly along the centerline of Edgerly Road until Haviland Street; westerly along the centerline of Haviland Street until Hemenway Street; northerly along the centerline of Hemenway Street and along the eastern side of Ipswich Street until the northern boundary of the Massachusetts Turnpike; westerly along the northern boundary of the Massachusetts Turnpike and northwesterly along the centerline of Newbury Street until Charlesgate East; and northerly along Charlesgate East until Storrow Memorial Drive.

SECTION 31-4. Applicability. Any Proposed Project within the Downtown/Northern Avenue Corridor Area to: (a) erect a building or structure having a gross floor area of fifty thousand (50,000) or more square feet; (b) enlarge or erect a building or structure so as to increase its gross floor area by fifty thousand (50,000) or more square feet; (c) establish or change the uses of a gross floor area of one hundred thousand (100,000) or more square feet; or (d) establish or change to conditional or forbidden uses the uses of a gross floor area of fifty thousand (50,000) or more square feet, shall be subject to the provisions of this article. The following Proposed Projects, however, shall be exempt from the provisions of this article:

1. Any Proposed Project for which application to the Inspectional Services Department for a building or use permit has been made prior to the first notice of hearing before the Zoning Commission for adoption of this article and for which no Zoning Relief is required.

2. Any Proposed Project for which appeal to the Board of Appeal for any Zoning Relief has been made prior to the first notice of hearing before the Zoning Commission for the adoption of this article, provided that such Zoning Relief has been or is hereafter granted by the Board of Appeal pursuant to such appeal.
3. Any Proposed Project or site for which application for approval of a development impact project plan, planned development area development plan, or planned development area master plan has been submitted to the Boston Redevelopment Authority prior to the first notice of hearing before the Zoning Commission for adoption of this article, provided that such development impact project plan, planned development area development plan, or planned development area master plan has been or is hereafter approved by the Boston Redevelopment Authority pursuant to such application, whether or not such application or such development impact project plan, planned development area development plan, or planned development area master plan is thereafter modified or amended.

SECTION 31-5. Development Review Procedure. All Proposed Projects subject to the provisions of this article shall satisfy requirements relating to five (5) Development review components, or such of the five as are required by the Boston Redevelopment Authority in its Scoping Determination issued pursuant to paragraph 2 hereof; the development review components shall be: (a) transportation; (b) environmental protection; (c) architectural design; (d) historic resources; and (e) infrastructure systems. The procedure for meeting such requirements is set out below.

1. **Project Notification Form.** The Applicant shall commence the formal development review procedure required by this article by filing a Project Notification Form (PNF) in writing with the Boston Redevelopment Authority, and by transmitting a copy of the PNF to the Transportation Department. The PNF should be filed in the Proposed Project's pre-schematic design phase, prior to the expenditure by the Applicant of substantial design fees. A Project Notification Form shall set forth in sufficient detail those aspects of the Proposed Project which are necessary to determine its potential or likely impacts; such aspects shall include, but not be limited to, the Proposed Project's height, square footage, dimensions, use(s), design, and development program.
2. **Scoping Determination.** No later than thirty (30) days after the Applicant files a PNF, the Boston Redevelopment Authority shall issue a Scoping Determination setting forth in sufficient detail those aspects of the Proposed Project which must be studied, analyzed, and mitigated by the Applicant; such matters shall be drawn from the provisions of this article, Sections 31-6, 31-7, 31-8, 31-9, and 31-10, and shall consist of up to five (5) development review components: the (a) Transportation Component (Section 31-6); (b) Environmental Protection Component (Section 31-7); (c) Urban Design Component (Section 31-8); (d) Historic Resources Component (Section 31-9); and (e) Infrastructure Systems Component (Section 31-10). The Scoping Determination's Transportation Component shall be the result of collaboration between the Boston Redevelopment Authority and the Transportation Department. If, within twenty (20) days of the Applicant's PNF submission to the Boston Redevelopment Authority, the Transportation Department transmits to the

Boston Redevelopment Authority in writing a recommended Scoping Determination for the Transportation Component, the Boston Redevelopment Authority shall incorporate all elements of such recommendation into its Scoping Determination.

3. Draft Project Impact Report. After the issuance of a Scoping Determination, the Applicant shall prepare a Draft Project Impact Report (DPIR) which meets the requirements of the Scoping Determination by detailing the Proposed Project's impacts and proposed measures to mitigate, limit, or minimize such impacts. Within five (5) days after submission of the Applicant's DPIR to the Boston Redevelopment Authority, the Boston Redevelopment Authority shall publish notice of such submission in one or more newspapers of general circulation in the city, such notice to state the name of the Applicant and the street address of the Proposed Project (or other information sufficient to identify its location), and shall make copies of the DPIR available to the public. Within thirty (30) days of such notice, public comments, including comments of public agencies, shall be transmitted in writing to the Boston Redevelopment Authority.
4. Preliminary Adequacy Determination. Based on public comments and the Boston Redevelopment Authority's review of the Applicant's DPIR, the Boston Redevelopment Authority shall issue a written Preliminary Adequacy Determination within forty-five (45) days of the Applicant's DPIR submission to the Boston Redevelopment Authority. The Preliminary Adequacy Determination shall indicate which development review components of the DPIR are sufficient to meet the requirements of the Scoping Determination and which, if any, are not. In issuing the Preliminary Adequacy Determination, the Boston Redevelopment Authority may require that additional issues be studied, further mitigation measures be considered, or new project scaling alternatives be investigated, if the Boston Redevelopment Authority's review of the DPIR and the public comments reveals that negative impacts exist, the study of which is within the scope of this article and which were not anticipated in the Scoping Determination. The Boston Redevelopment Authority may also eliminate requirements of the Scoping Determination issued pursuant to paragraph 2 above if it finds that such requirements are no longer necessary or germane. In any case, the Preliminary Adequacy Determination shall indicate the further steps necessary for the Applicant to satisfy the requirements of the Scoping Determination, as modified pursuant to this paragraph. Before the issuance of the Preliminary Adequacy Determination, the Boston Redevelopment Authority shall collaborate with the Transportation Department as to the compliance of the DPIR's Transportation Component with the Scoping Determination. If, within forty (40) days of the DPIR's submission, the Boston Redevelopment Authority receives a recommendation from the Transportation Department as to the compliance of the DPIR's Transportation Component with the Scoping Determination, the Boston Redevelopment Authority shall adopt such recommendation as part of the Preliminary Adequacy Determination.

5. **Final Project Impact Report.** After the issuance of a Preliminary Adequacy Determination, the Applicant shall satisfy the requirements of the Scoping Determination in the preparation of a Final Project Impact Report (FPIR). Within five (5) days after submission of the Applicant's FPIR to the Boston Redevelopment Authority, the Boston Redevelopment Authority shall publish notice of such submission in one or more newspapers of general circulation in the city, such notice to state the name of the Applicant and the street address of the Proposed Project (or other information sufficient to identify its location), and shall make copies of the FPIR available to the public. Within thirty (30) days of such notice, public comments, including the comments of public agencies, shall be transmitted in writing to the Boston Redevelopment Authority.
6. **Adequacy Determination.** Based on public comments and the Boston Redevelopment Authority's review of the Applicant's FPIR, the Boston Redevelopment Authority shall issue a written Adequacy Determination within forty-five (45) days of the Applicant's FPIR submission to the Boston Redevelopment Authority. In issuing an FPIR Adequacy Determination the Boston Redevelopment Authority shall approve the FPIR, conditionally approve the FPIR, or disapprove the FPIR. If the FPIR is disapproved, specific reasons setting forth the areas in which the FPIR is at variance with the requirements of the Scoping Determination (as it may have been modified by the Preliminary Adequacy Determination) shall be provided in the Adequacy Determination. An Adequacy Determination which conditionally approves or which disapproves the Proposed Project may require additional information, studies, and mitigation measures, provided that such requirements are within the breadth of the Scoping Determination as it may have been modified by the Preliminary Adequacy Determination. Before the issuance of the Adequacy Determination, the Boston Redevelopment Authority shall collaborate with the Transportation Department as to the compliance of the FPIR's Transportation Component with the Scoping Determination. If, within forty (40) days of the FPIR's submission, the Boston Redevelopment Authority receives a recommendation from the Transportation Department as to the compliance of the FPIR's Transportation Component with the Scoping Determination, the Boston Redevelopment Authority shall adopt such recommendation as part of the Adequacy Determination.
7. **Revised Final Project Report.** If the Boston Redevelopment Authority's Adequacy Determination disapproves the Applicant's Final Project Impact Report, the Applicant shall revise its FPIR prior to resubmission. The revised and resubmitted FPIR shall be reviewed in the manner provided in, and subject to the requirements of, paragraphs 5 and 6 of this section.
8. **Time Extensions for Determinations.** The Boston Redevelopment Authority may, by notifying the Applicant in writing, extend the time periods set out in this section for issuing a Scoping Determination, Preliminary Adequacy Determination, or Adequacy Determination if it finds that: (a) additional time is necessary to render a determination because of the complexity of the Proposed Project; or (b) additional time is necessary for the public, including public agencies, to review and comment on the Proposed Project. No more than one extension of time,

however, may be granted for the issuance of each of the following: the Scoping Determination, Preliminary Adequacy Determination, and Adequacy Determination; and no extension of time for the issuance of a Scoping Determination, Preliminary Adequacy Determination, or Adequacy Determination shall exceed thirty (30) days.

SECTION 31-6. Transportation Component. In its Scoping Determination, the Boston Redevelopment Authority shall require the Applicant to submit a Transportation Access Plan which analyzes the Proposed Project's impact on the Transportation Network, and which proposes measures intended to mitigate, limit, or minimize, to the extent economically feasible, any adverse impact on the Transportation Network reasonably attributable to the Proposed Project. The Transportation Access Plan may consist of up to four (4) elements: (a) Traffic Management Element; (b) Parking Management Element; (c) Construction Management Element; and (d) Monitoring Element.

1. **Traffic Management Element.** The Scoping Determination may require the Traffic Management Element to: (a) identify the Proposed Project's impact on the Transportation Network from expected travel volumes, vehicle trip generation, and directional distribution; the location of loading and unloading activities, including service and delivery; the Proposed Project's impact on the vehicular and circulation systems within the Impact Area, including the number and type of vehicles, pedestrians, and bicyclists; and the Proposed Project's impact on road corridors and intersection capacities, including Levels of Service and intersection delays from 6:00 a.m. to 8:00 p.m.; (b) compare the impact of the Proposed Project to lesser-scale alternatives in an Impact Area and study year set out in the Scoping Determination; (c) analyze the cumulative impact of all existing and planned development projects set forth in the Scoping Determination; (d) identify mitigation procedures which are intended to mitigate, limit, or minimize, to the extent economically feasible, the number of vehicle trips generated by the development, and the Proposed Project's interference with the safe and orderly operation of the Transportation Network; such measures may include an on-site traffic circulation plan, flexible employee work hours, dissemination of transit information, changes in traffic patterns, and full or partial subsidies for public mass transit; and (e) include other related information deemed necessary to the effective review of the Transportation Management Element. Notwithstanding the above, that any Proposed Project of one hundred thousand (100,000) gross square or less may be deemed in compliance with the requirements of this paragraph if a comprehensive transportation plan is in effect for the area or district in which the Proposed Project is located, or if the Applicant participates in an areawide or districtwide transportation study or plan undertaken by, or in conjunction with, the Transportation Department. If an areawide or districtwide transportation study or plan has been undertaken in conjunction with the Transportation Department, such study or plan shall be made available to the Applicant and shall contribute to this component and be accepted in fulfillment of it.
2. **Parking Management Element.** The Scoping Determination may require the Parking Management Element to: (a) identify the demand created by the Proposed Project for tenant, commuter, and short- and long-term visitor parking; nontenant and other parking needs within the Impact

Area; and evening and weekend parking needs; (b) include operational policies and strategies for the Proposed Project which address the location, cost, and number of public, private, high-occupancy vehicle, and special-needs parking demand; short-term and long-term space availability; pricing structure of parking rates; location and type of offsite parking; and methods of transporting people to the site from offsite parking; and (c) include other related information deemed necessary to the effective review of the Parking Management Element. Notwithstanding the above, any Proposed Project of one hundred thousand (100,000) gross square or less may be deemed in compliance with the requirements of this paragraph if a comprehensive parking plan is in effect for the area or district in which the Proposed Project is located, or if the Applicant participates in an areawide or districtwide parking study or plan undertaken by, or in conjunction with, the Transportation Department. If an areawide or districtwide transportation study or plan has been undertaken in conjunction with the Transportation Department, such study or plan shall be made available to the Applicant and shall contribute to this component and be accepted in fulfillment of it.

3. Construction Management Element. The Scoping Determination may require the Construction Management Element to: (a) identify the impact from the timing and routes of truck movement and construction deliveries for the Proposed Project; proposed street closings; and the need for employee parking; (b) identify, and provide a plan for implementing, mitigation measures which are intended to mitigate, limit, or minimize, to the extent economically feasible, the construction impact of the Proposed Project by limiting the number of construction vehicle trips generated by the Proposed Project, the demand for construction-related parking (both onsite and offsite), and the interference of building construction with the safe and orderly operation of the Transportation Network, such measures to include the use of alternative modes of transport for employees and materials to and from the site; appropriate construction equipment, including use of a climbing crane; staggered hours for vehicular movement; traffic controllers to facilitate equipment and trucks entering and exiting the site; covered pedestrian walkways; alternative construction networks and construction planning; and restrictions of vehicular movement; (c) designate a liaison between the Proposed Project, public review agencies, and the surrounding residential and business communities; and (d) include other related information deemed necessary to the effective review of the Construction Element. The plan shall comply with regulations which the Transportation Department may promulgate in accordance with Section 31-17.
4. Monitoring Element. The Scoping Determination may require the Monitoring Element to: (a) describe provisions for the periodic re-evaluation of the effectiveness of mitigation measures, for a period not to exceed ten years from the issuance of a building permit for the Proposed Project and not more frequently than annually; and (b) include provisions for monitoring during the construction phase.

SECTION 31-7. Environmental Protection Component. In its Scoping Determination, the Boston Redevelopment Authority shall require the Applicant to conduct studies which are necessary to determine the direct or indirect damage to the environment reasonably attributable to the Proposed Project.

In conjunction with such studies, the Boston Redevelopment Authority shall require the Applicant to propose mitigation and design measures which are intended to mitigate, limit, or minimize, to the extent economically feasible, any direct or indirect damage to the environment reasonably attributable to the Proposed Project. Elements for which environmental studies and mitigation measures may be required include the following.

1. Wind. Information may be required which indicates the pedestrian-level wind impact of the Proposed Project. Wind tunnel or other appropriate means of testing may be required for any Proposed Project over one hundred fifty feet (150') in height, or any Proposed Project at least twice as tall as any adjacent building.
2. Shadow. Information may be required which indicates the shadow impact of the Proposed Project, with particular emphasis on sidewalks, plazas, and other public open spaces. Shadow analyses may be required for build and no-build scenarios.
3. Daylight. Information may be required which indicates the percentage of skydome obstructed for build and no-build scenarios.
4. Solar Glare. An analysis of the solar glare impact and solar heat gain may be required.
5. Air Quality. An evaluation of the impact on local air quality from additional traffic and from any garage exhaust system may be required. For residential projects, an evaluation of ambient air quality may be required to determine conformance with the National Ambient Air Quality Standards established by the Environmental Protection Agency of the United States.
6. Water Quality. An evaluation of the impact of the Proposed Project on the water quality of Boston Harbor or other affected water bodies may be required.
7. Flood Hazard Districts/Wetlands. A graphic or narrative description of the Proposed Project's location with respect to flood hazard districts or wetlands may be required.
8. Groundwater. An analysis of the impact of construction on groundwater levels and resulting effects on surrounding structures, wooden piles, and foundations may be required.
9. Geotechnical Impact. An analysis of sub-soil conditions, the potential for ground movement and settlement during construction, and the impact on adjacent buildings and utility lines may be required, as well as a description of foundation construction methodology.
10. Solid and Hazardous Wastes. A description of any known toxic or hazardous wastes on or buried in the Proposed Project's site may be required, pursuant to the requirements of M.G.L. Chapter 21C. A description of waste generation by the Proposed Project, including hazardous wastes, may be required.

11. **Noise.** A noise impact analysis to determine compliance with applicable city, state, and federal regulations may be required. For residential projects, an evaluation of ambient noise levels may be required to determine conformance with the Design Noise Levels established by the Department of Housing and Urban Development of the United States.
12. **Construction Impact.** A description of the Proposed Project's construction impact on public safety from noise, dust, and pollutant emissions, waste generation and disposal, and staging areas, may be required.
13. **Rodent Control.** An analysis of the Proposed Project's construction impact on any city or state rodent control programs, and a description of how construction activities comply with any city or state regulatory requirements controlling the rodent population, may be required.

SECTION 31-8. Urban Design Component. In its Scoping Determination, the Boston Redevelopment Authority shall require the Applicant to submit such plans, drawings, and specifications as are necessary for the Boston Redevelopment Authority to determine that the Proposed Project: (a) is architecturally compatible with surrounding structures; (b) exhibits an architectural concept that enhances the urban design features of the subdistrict in which it is located; (c) augments the quality of the pedestrian environment; and (d) is consistent with any established design guidelines that exist for the area in which the Proposed Project is located; such design guidelines may relate to an interim planning overlay district, a subdistrict, a special study area, an urban renewal area, a master planned development area, or any other planning area or district, and may include particular architectural requirements concerning building massing, proportions, setbacks, materials, fenestration, ground level treatment, and other related architectural characteristics.

SECTION 31-9. Historic Resources Component. In its Scoping Determination, the Boston Redevelopment Authority shall require the Applicant to submit an analysis which sets forth measures intended to mitigate, limit, or minimize, to the extent economically feasible, any potential adverse effect which the Proposed Project may have on the historical, architectural, archaeological, or cultural resources of any district, site, building, structure, or object listed in the State Register of Historic Places. After its own review of such analysis, the Boston Redevelopment Authority may forward the Historic Resources Component to appropriate governmental agencies for their review, comment, and recommendations, including but not limited to, a statement as to whether the Proposed Project satisfies any regulatory requirements of such governmental agencies.

SECTION 31-10. Infrastructure Systems Component. In its Scoping Determination, the Boston Redevelopment Authority shall require the Applicant to submit a description of the Proposed Project's anticipated water and electricity consumption, sewage generation, and energy requirements. The Applicant's submission shall include an evaluation of the Proposed Project's impact on the capacity and adequacy of existing water, sewerage, energy, and electrical utility systems, and the need reasonably attributable to the Proposed Project for additional systems facilities.

SECTION 31-11. Coordination with Boston Civic Design Commission Review. The Boston Redevelopment Authority shall coordinate the development review requirements of this article with the design review requirements of the Boston Civic Design Commission, established pursuant to Article 28 of this code, for any Proposed Project subject to the provisions of both articles. Any Proposed Project subject to the provisions of both articles shall be submitted for review to the Boston Civic Design Commission prior to the issuance of an Adequacy Determination by the Boston Redevelopment Authority pursuant to Section 31-5.6.

SECTION 31-12. Coordination with Landmarks Commission Review. The Boston Redevelopment Authority shall coordinate the development review requirements of this article with the historic preservation review requirements of the Landmarks Commission, established pursuant to Article 32 of this code and Chapter 772 of the Acts of 1975, as amended. Any Proposed Project subject to review by both the Boston Redevelopment Authority and the Landmarks Commission shall be submitted to the Landmarks Commission for its review prior to the issuance of an Adequacy Determination by the Boston Redevelopment Authority pursuant to Section 31-5.6.

SECTION 31-13. Coordination with Massachusetts Environmental Protection Act Requirements. The Boston Redevelopment Authority shall coordinate the development review requirements of this article with the environmental review requirements of the Massachusetts Environmental Protection Act (MEPA), established pursuant to Chapter 947 of the Acts of 1977 (Chapter 947), as amended, for any Proposed Project subject to the provisions of both this article and Chapter 947. Upon written request of the Applicant, the Boston Redevelopment Authority may alter the time periods set out in Section 31-5 to achieve coordination between the requirements of MEPA and this article. To the extent feasible, the Boston Redevelopment Authority may allow the Applicant to prepare a single set of documents, reports, and studies which can be utilized to satisfy the requirements of both the Chapter 947 and this article, and the Boston Redevelopment Authority may allow environmental impact reports prepared pursuant to Chapter 947 to substitute for the impact reports required by Sections 31-5.3, 31-5.5, and 31-5.7, provided that such reports prepared pursuant to Chapter 947, and such supplemental reports as are necessary to satisfy the requirements of Chapter 947, satisfy the substantive requirements of the Scoping Determination issued pursuant to Section 31-5.2 and the Preliminary Adequacy Determination issued pursuant to Section 31-5.4, as the case may be.

SECTION 31-14. Cooperation Agreement. The Applicant shall, where applicable, enter into a cooperation agreement with the Boston Redevelopment Authority to ensure continued compliance with the the approved FPIR; such cooperation agreement shall include the Transportation Department as a party where continued compliance with the Transportation Component is specified by the approved FPIR.

SECTION 31-15. Procedure; Approval. The Commissioner of Inspectional Services shall forward to the Boston Redevelopment Authority one copy of each plan, drawing, or specification filed with the Commissioner in connection with any building permit application for a Proposed Project subject to the provisions of this article within thirty (30) days after they are filed with the Commissioner. Within thirty (30) days of receipt of such copy, the

Director of the Boston Redevelopment Authority shall determine whether the Proposed Project complies with the applicable provisions of Articles 26, 26A, 26B, 27, 28, 29, and 31 and shall notify the Commissioner of such determination. When the Director of the Boston Redevelopment Authority finds the Proposed Project in compliance with such articles, he or she shall, within said 30-day period, so certify to the Commissioner of Inspectional Services. When the Director of the Boston Redevelopment Authority finds the Proposed Project not in compliance with such articles, the Director shall, within said 30-day period, so notify the Commissioner of Inspectional Services in writing specifying the reasons for his or her determination.

SECTION 31-16. Enforcement. The Commissioner of Inspectional Services shall not issue any building permit for any Proposed Project subject to the provisions of this article, as established by Section 31-4, unless the Director of the Boston Redevelopment Authority has issued a certification of compliance pursuant to Section 31-15 in connection with the building permit application for the Proposed Project indicating that it has satisfied the requirements of Articles 26, 26A, 26B, 27, 28, 29, and 31, which certification shall not be unreasonably withheld.

SECTION 31-17. Regulations. The Boston Redevelopment Authority may promulgate regulations to administer this article, and the Transportation Department may promulgate regulations to administer Section 31-6 of this article; provided that such regulations shall become effective only upon adoption by the Zoning Commission.

SECTION 31-18. Severability. The provisions of this article are severable, and if any such provision or provisions shall be held invalid by any decision of any court of competent jurisdiction, such decision shall not impair or otherwise affect any other provision of this article.

DEVELOPMENT REVIEW
REQUIREMENTS AREA



Richard Bruter

Chairman

Robert L. Mann

Vice Chairman

Edward J. D. Agostino

John D. Cas.

Robert Cohen

Marta Gerard Walsh

Max B. McLeod

In Zoning Commission

Adopted December 8, 1987

Attest:

Wynne H. McLeod
Secretary

Raymond L. Flynn
Mayor, City of Boston

Date: January 4, 1988

The foregoing amendment was presented to the Mayor on December 17, 1987, and was signed by him on January 4, 1988, whereupon it became effective on January 4, 1988, in accordance with the provisions of Section 3 of Chapter 665 of the Acts of 1956.

Attest:

Wynne H. McLeod
Secretary

